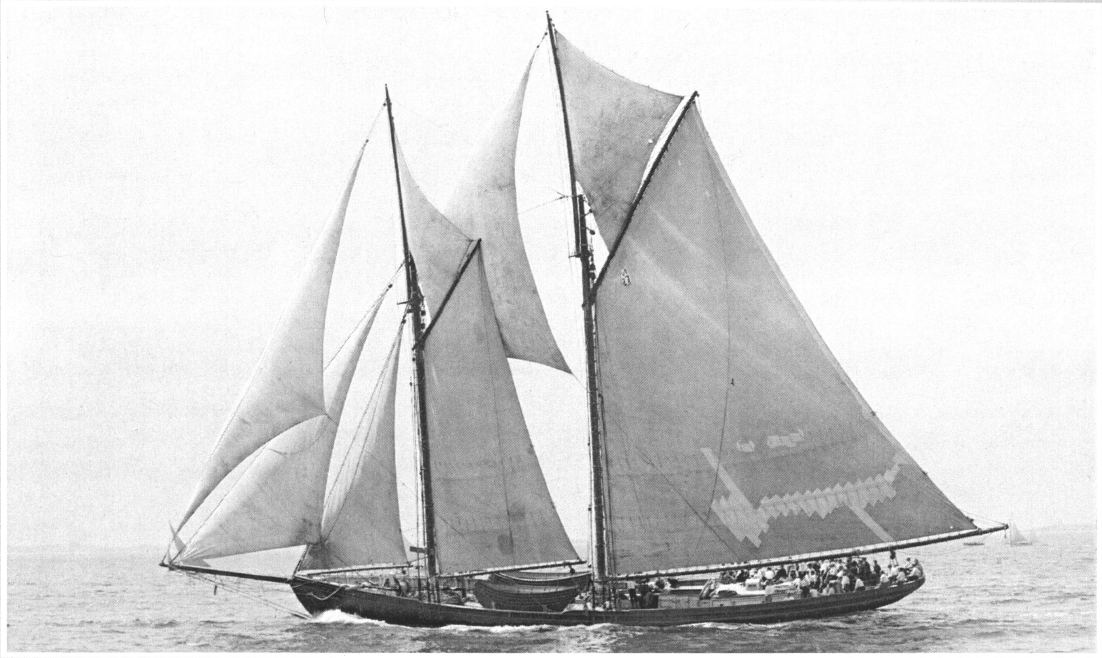
Shoreline

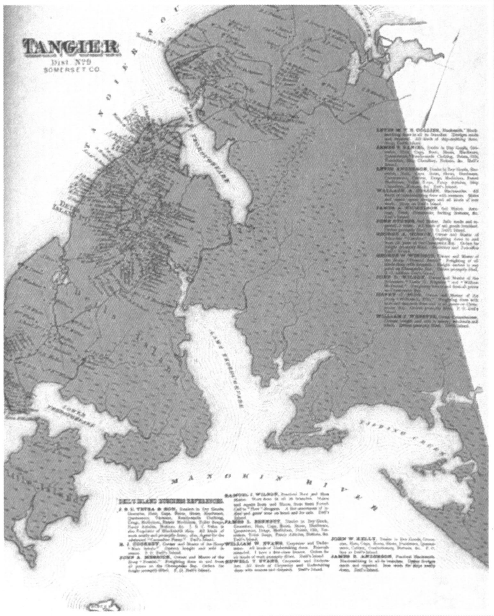
Vol. 26 • February 2020

For the Members of the Edward H. Nabb Research Center for Delmarva History and Culture at Salisbury University



Tale of a Tub: Flotsam and Jetsam from Chesapeake History from the Schooner *Howard Dail*

Intercollegiate Cooperation Preserves Local History


TANGIER
Dist. No 9
SOMERSET CO.
MANOKIN RIVER

Deal Island: The Transformation of a Community, 1850-1880

EDWARD H. NABB RESEARCH CENTER FOR DELMARVA HISTORY & CULTURE
1101 Camden Ave.
Salisbury, Maryland 21801
phone: 410-543-6312
fax: 410-543-6203
nabbcenter@salisbury.edu
www.salisbury.edu/nabb

The Nabb Board

Michael Hitch, Chair
Salisbury, MD

Constance Strott, Vice-Chair
Salisbury, MD

Lee Ellen Griffith, Secretary
Salisbury, MD

Mindie Burgoyne
Marion Station, MD

Aleta Davis
Salisbury, MD

Charles Emery
Mardela Springs, MD

Randolph George
Marion, MD

Katelyn Kean
Easton, MD

Laura Kerbin
Onancock, VA

Gary Outten
Pocomoke City, MD

Dan Parsons
Laurel, DE

Edward Phillips
Snow Hill, MD

Christine Richardson
Onancock, VA

Anthony Sarbanes
Salisbury, MD

Diane Savage
Berlin, MD

John Wilson
Salisbury, MD

William Wilson
Salisbury, MD

Members Emeritus
E. Niel Carey
Ellicott City, MD

G. Ray Thompson
Salisbury, MD

Bert Thornton
Frederick, MD

Robert Withey
Cape Coral, FL

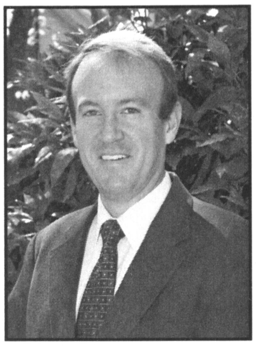
Gordon Wood
Ocean View, DE

Dr. Creston S. Long, Director

Salisbury UNIVERSITY

From the Director's Chair

By Dr. Creston Long,
Nabb Research Center Director


Dr. Creston Long

In the past year, the Center has undertaken several exciting projects in our ongoing efforts to promote visibility of our collections and to preserve the region's history and culture. Since the mid-summer of 2019, we have been busy collecting digital images of documents, photographs, and artifacts related to Eastern Shore baseball teams that played into the mid-20th century. This National Endowment for the Humanities-funded project has enabled us to work with community members and community historians to build a broader awareness of the importance of baseball in community life throughout Delmarva during that time. The Center currently is hosting two exhibits that feature some of the images that we have collected during the past few months.

Another exciting initiative at the Nabb Center has involved enhancing our online presence by placing interesting collections online. In the past few months, the Center has uploaded select photographs and other pieces to online platforms, greatly expanding awareness of the Center and its collections. In the Internet Archive, we have been uploading Nabb Center transcriptions and genealogical publications. We also have expanded our Flickr-based online photograph collection. The best way to check out our online content is to visit the Nabb Center's collections website and click on Digital Collections: www.salisbury.edu/libraries/nabb/collections. Our collective online efforts make Nabb Center images, documents, and publications available to viewers anywhere with internet access.

In this issue of the *Shoreline*, we present several staff and student articles on collections that have recently become a part of our archives. Norma Jean Fowler writes about a rewarding summer collaboration between University of Delaware students, the Laurel Historical Society, and the Nabb Center. We also include two feature articles that focus on life on or near the Chesapeake Bay. In the first of a series of pieces on Deal Island, Dan Parsons delves into the early settlement history of the region and the earliest years of the seafood industry. Frequent contributor Phil Hesser shares the interesting history of a Chesapeake schooner, the *Howard Deal*. Both articles illuminate life on the Bay in times past.

Submissions

The Nabb Research Center is always interested in articles on the history, culture or heritage of the Delmarva region. If you or anyone you know is interested in writing for *Shoreline*, please send material, proposals, suggestions or comments to the attention of the "Newsletter Editor" as follows:

Nabb Research Center
Salisbury University
1101 Camden Ave.
Salisbury, MD 21801-6860

Or by email to nabbcenter@salisbury.edu. Please include the words "Newsletter Editor" in the subject line.

Hours & Closings

RESEARCH ROOM HOURS
(During Semesters):
Monday: 10 a.m.-6 p.m.
Tuesday-Friday: 10 a.m.-4:30 p.m.
Saturday: 10 a.m.-2 p.m. during spring & fall semesters

CLOSINGS:
March 14 – March 21
May 25
July 3
September 7

Shoreline

Contents…

4 . . . .*Watkins Point Event*

6 . . . .*Spared Destruction: The Worcester County Court Records*

7 . . . .*An Accounting Major's Perspective of Working at the Nabb Center*

7 . . . .*Serrell Collection*

9 . . . .*Film Views: The James Welsh Papers*

10 . . .*Intercollegiate Cooperation Preserves Local History*

11 . . .*"I Have Never Been a Controversial Figure in Maryland Politics": The Papers of J. Millard Tawes*

12 . . .*Deal Island: The Transformation of a Community, 1850-1880*

17 . . .*Tale of a Tub: Flotsam and Jetsam from Chesapeake History from the Schooner* Howard Dail

21 . . .*Memoir: William T. Purnell*

22 . . . *Events and Exhibits*

23 . . .*Donors & Members*

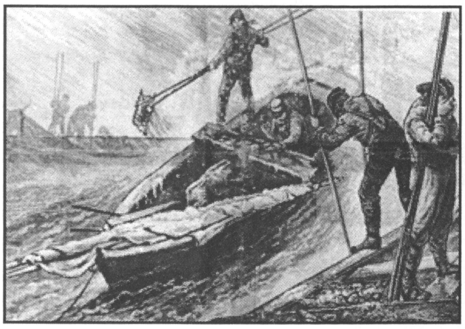
11

"I Have Never Been a Controversial Figure in Maryland Politics": The Papers of J. Millard Tawes

21

Memoir: William T. Purnell

PRINCESS ANNE ACADEMY, EASTERN BRANCH,
MARYLAND AGRICULTURAL COLLEGE, PRINCESS ANNE, MD



12

Deal Island: The Transformation of a Community, 1850-1880

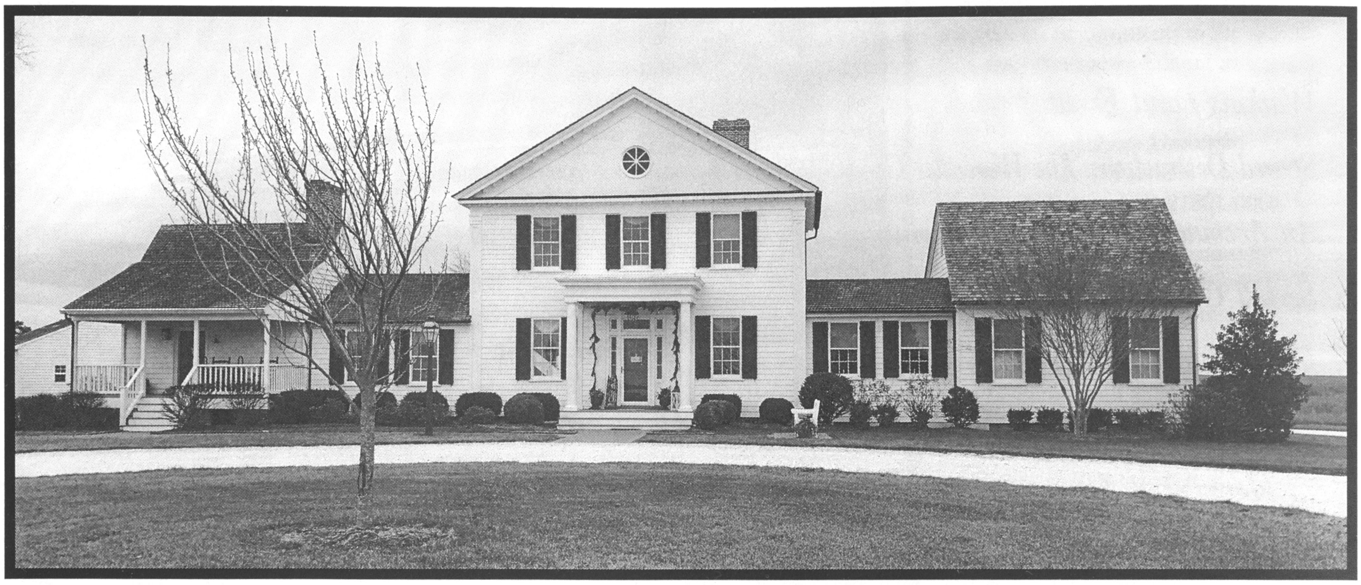
Volume 26 • February 2020

Director, Creston Long. *Local History Archivist,* Ian Post. *Administrative Assistant,* Donna Messick. *Curator of Exhibits and Engagement,* Melinda McPeek *Graduate Assistants,* Nate Godfrey, Mike Setzler, Sam Stevens. *Receptionists,* Jenna Habermeyer, Kate Harris. *Research Assistant,* T. Aaron Horner. *University Archivist & Special Collections Librarian,* Jennifer Piegols.

This issue and back issues of *Shoreline* may be purchased for $15 each. Please contact us at 410-543-6312 or by email at nabbcenter@salisbury.edu. for details. ©2020 Edward H. Nabb Research Center for Delmarva History and Culture at Salisbury University. All rights reserved. Reproduction in whole or in part without permission is prohibited. Any views or opinions expressed in this newsletter are solely those of the individual authors and do not represent those of the Nabb Center or Salisbury University. *Shoreline* is published by the Nabb Research Center, 1101 Camden Ave., Salisbury University, MD, 21801. Printed in the USA by the Publications Office, Salisbury University, Salisbury, MD.

SU is an Equal Opportunity/AA/Title IX university and provides reasonable accommodation given sufficient notice to the University office or staff sponsoring the event or program. For more information regarding SU's policies and procedures, please visit www.salisbury.edu/equity.

Watkins Point Event



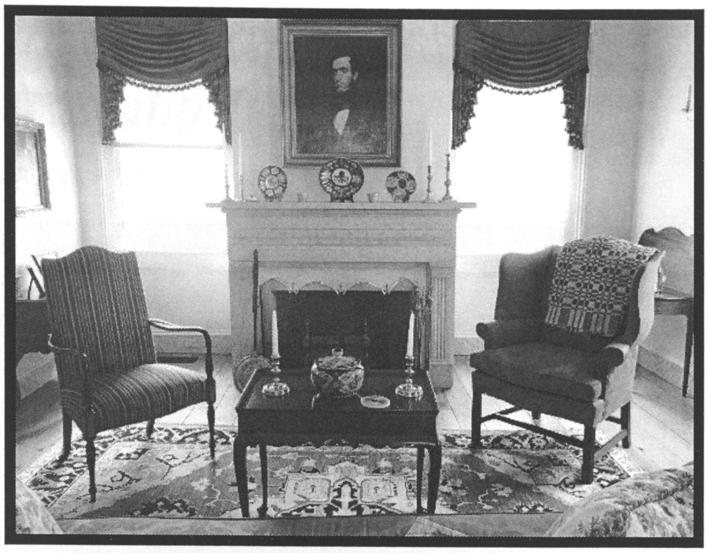
Event Sponsors

- Lee Ellen Griffith
- Niel & Helen Carey
- Charles & Barbara Emery
- Pierre & Peggy Genvert
- Randy & Smaro George
- Joe & Margaret Hinson
- Mike & Jonna Hitch
- Karen Neville
- Ed & Ruth Phillips
- George & Connie Strott
- Steven & Donna Shriver
- Rick & Diane Savage

The Nabb Center's board of directors is grateful to all who helped make this fundraising event at Watkins Point Farm in Somerset County, Maryland, a success. Visiting this beautifully restored home, furnished with period furniture and accessories, was like a day at the museum. It was a pleasure to work with our gracious hostess, Dixie Sterling, to plan the event. Thank you to all our sponsors, attendees and donors who contributed in a variety of ways to make this happen.

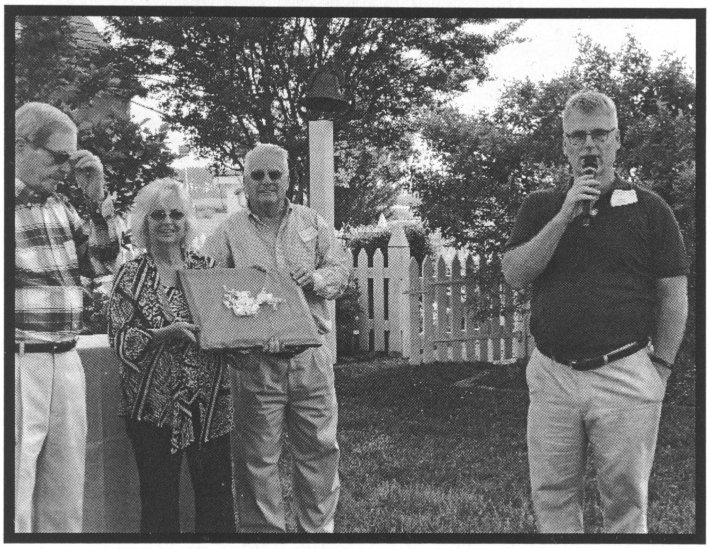
Watkins Point house is listed on the National Register of Historic Places. According to the NRHP report: "Watkins Point farm is significant on several counts." The attached one-room sawn log house with raised panel interior end wall is the only known structure of its type standing in Somerset County. The mid-19th century hyphen and gable-front main block, while similar to other homes found on the Eastern Shore, has a Greek Revival transverse hall plan that is rare in southern Somerset County. The interior retains large portions of original woodwork. There is also an early 20th-century concrete block potato house on the property – a rare architectural form in Somerset County.

Title to the farm began in 1663 when John Horsey received a land survey for 150 acres called "Watkins Point." In 1721, Stephen Horsey of Manokin Parish, heir to John Horsey, willed the Watkins Point tract to his son Stephen, who was already residing there. Stephen divided the property between his son Revill and his grandson John (of John) in his 1761 will. John was responsible for the construction of the sawn log house. Per John's 1810 will, the property was then divided between his sons Stephen and Isaac. Stephen and wife Peggy probably financed the construction of the circa 1850-1860 two-story Greek Revival dwelling. At Stephen's death in 1855, the property passed to Stephen's son James until his bankruptcy in May 1870. It was then conveyed to William Roach, who died in 1877. After a protracted estate settlement, his executors inherited the property in 1889. In 1934, it was transferred to John and Lottie Adams and was not sold out of the family until 2001.

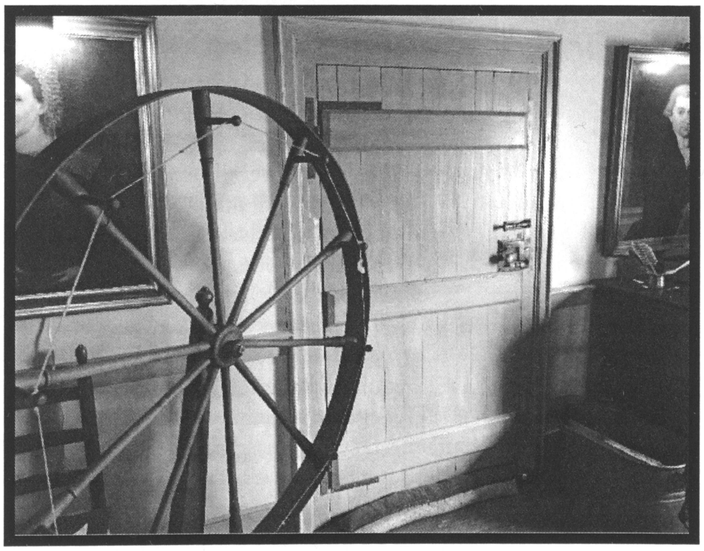


CONTRIBUTORS

Alice Bahr
Harry Basehart
James L. Brown
Jane Bunting
Helen & Niel Carey
Richard Carter
Garnette B. Crawford
Richard W. Culver
Dianne Disharoon
John A. Donohue
Nancy Dorman
Jennifer Doyle
Marion C. Dryden
Virginia Dulany
Charles Emery
Greg Erdie
Stephen Farrow
Paul R. Fleury
Kathleen Fox
Clifford Gannett
Harold & Margaret Genvert
Randolph George
Richard Givens II
John L. Graham
Lee Ellen Griffith
Henry Hanna
Beatriz Hardy
Margaret Hinson
Mike Hitch
James C. Hitch
Carroll Hitch
John & Robin Holloway
Charles Jenkins
Diane Kerbin
Laura Kerbin
William Krabill
Charlotte Langrall
Garrett Layton
Karen Lischick
Creston Long
Laura Marasco
Russell McCabe
Daniel R. Mumford
Linda Nabb
Karen Neville
Karen Olmstead
Gary Outten
William H. Parker
Dan Parsons
William Payne
Maarten Pereboom
Carl Petty
Edward Phillips
Mary Anne Pieper
Wanda Porter
Margaret Proctor
Michael Pruitt
Sandra M. Quillin
Elizabeth Ragan
Christine Richardson
Sophia A. Riehl
Nancy Rubenson
Marie Rundquist
Anthony Sarbanes
Diane Savage
Charlotte Sharf
William Shettle
Steven Shriver
Teresa Smith
Connie Strott
Ann Suthowski
Janet Parker Taylor
Ray Thompson
James Waller
Kristen Walton
Jane West
Mary Westcott
Lloyd Whitehead
Mary Willis
William Wilson
John Wilson
Thomas D. Wimbrow
Rob and Trudy Withey
Gerald Wood
Elizabeth Wootten
David Zucker



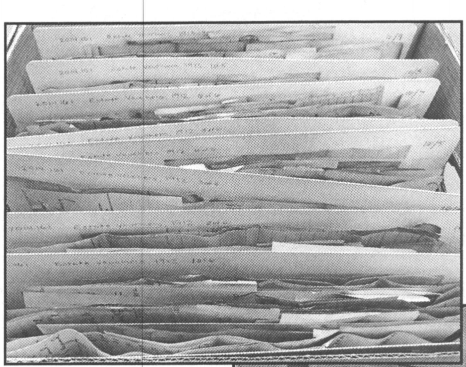
From left, board member Bill Wilson, hosts Dixie Sterling and John Donohue, board chair Mike Hitch



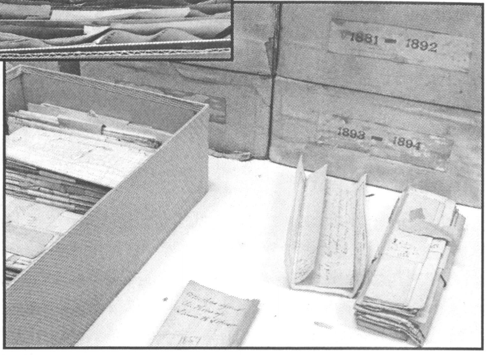
Spared Destruction: The Worcester County Court Records

By Kenneth Forest

Left: Completed collection in archival storage.



Left and below: Samples of documents before being processed.



The Nabb Research Center houses a collection from the Worcester County Courthouse, consisting of records of the Register of Wills, the Orphans' Court, the Circuit Court, and the Department of Public Works of Worcester County, Maryland, dated from 1823-1991. It contains dockets, estate vouchers, correspondence, and legal filings of the Register of Wills and the Orphans' Court; personal papers of Thomas D. Purnell, Register of Wills; professional papers of William Kerbin, an attorney; business records and legal filings documenting the receivership of a barrel-making factory on the grounds of the historic Cellar House Farm; and public laws, economic reports, property tax assessment cards, fire marshal inspection cards, ledgers, and newspaper clippings documenting the operations of the Department of Public Works.

For many years, the collection was housed in a storage unit outside of Snow Hill. The estate vouchers, or debts owed by and to the deceased, were stacked in dust-covered boxes, while the documents from Cellar House Farm were in an old briefcase. When the Department of Public Works cleared out the unit in 2014, it donated the collection to the Center to preserve the items and make them available to researchers.

The wide assortment of items in the collection offers a unique opportunity for historians. It includes letters of Phillips Lee Goldsborough, governor of Maryland; Paul Titsworth, president of Washington College; and Calvin B. Taylor, a prominent attorney, banker, and civic leader from Berlin. It also contains receipts from 1860 for the sale of one slave and for the capture of another; a Civil War draft notice from 1864 of Jacob Victor, an African American farmer; and a will from 1918 of Wilson U. Martin, a soldier, written in France a month before his death in the First World War. The records of the barrel-making factory provide a look at what was once a key industry on the Delmarva Peninsula, while the records of the Department of Public Works provide a window into Worcester County's infrastructure, residences, and businesses.

The bulk of the collection consists of estate vouchers, likely boxed and labelled by Asbury C. Riley, Register of Wills from 1916-1923. Dating from 1823-1919, the vouchers will be of great interest to genealogists. They provide a look into the lives of not only white farmers, merchants, and attorneys, but also Robert Henry, an African American ship captain, and Wong Bong, a Chinese resident. Among Henry's estate vouchers is a receipt for repairs to the schooner Beersheba; while Bong's estate vouchers include an example of Chinese calligraphy. The wills, inventories, and administration bonds of these men and women are online and offer vital statistics, including dates of birth and death, lists of assets and heirs. In contrast, the estate vouchers offer details of their day-to-day existences: how they earned a living; what they purchased and from whom; and where they travelled. The Finding Aid can be accessed online at libapps.salisbury.edu/nabb-archives/local-history-archives/2014.161

The Worcester County Court records reveal insights into the county's legal proceedings, and they illuminate the diversity of its population during two centuries of the county's economic development and growth. The collection, consisting of 22 archival boxes, can be accessed by visitors to the Center on the fourth floor of the Guerrieri Academic Commons.

Ken Forest graduated with his master's in history in May 2019.

An Accounting Major's Perspective of Working at the Nabb Center

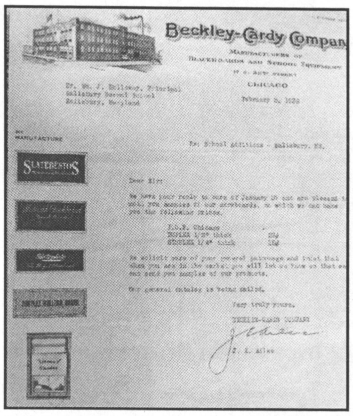
By H. Laura Ramamonjiarisoa

Although it is not directly related to my field of study, my job at the Nabb Center made me realize once again that there is always something new to discover and unconventional ways to learn.

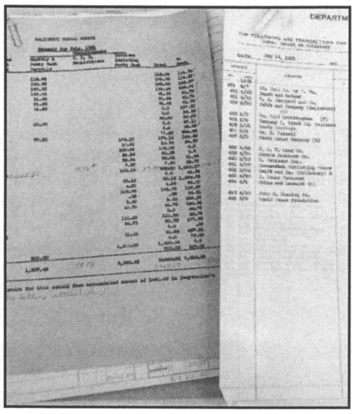
One of my most stimulating assignments as a student assistant involved processing the financial records of Salisbury University from the 1920s to the 1960s. As an accounting major, I was intrigued by what I could learn from this project. The collection consisted of 21 boxes of receipts, bank statements, purchase orders, correspondence, check registers, payroll spreadsheets, journals, and even library fine tickets. While the folders in individual boxes were already well-organized, arranging the entirety of the collection felt like putting a puzzle together.

Though the task sounds a bit dreadful, I learned quite a few things in the process. For instance, I have had the chance to see for the first time some facets of not-for-profit and governmental accounting. In fact, submissions to the State of Maryland had to be backed up with proof of purchases in addition to the reconciliation document. With folder titles such as Meats Weekly and Janitor Supplies, the level of detail and substantiation for the accounts seems very different from modern record keeping.

Moreover, I was able to grasp elements of correspondence etiquette from the many business letters within the collection written by Presidents William Holloway and Jefferson Blackwell. One of the skills employers in my field value is the ability to communicate effectively. Correspondence etiquette is important enough that one Intermediate Accounting professor even had us complete several business letters to train us how to write more efficiently. Hence, I saw this project as an opportunity to learn even more, especially when English is not my native tongue.


Beckley-Cardy Compan

CHICAGO



At the end of the day, learning is about making the most out of any experience. For students outside of the humanities, there is a lot to be learned working at the Nabb Center.

Laura Ramamonjiarisoa is a senior at Salisbury University working at the Nabb Center.

Serrell Collection

By Ian Post

A recent donation to the Special Collections from Laura and John Beahm showcases a broad swath of history ranging from the Second World War back to the French empire. Following a donation of extensive aerial photographs of Worcester County taken by Laura Beahm's father, Andrew Serrell, Beahm decided to make the Nabb Center the repository for the extraordinary Serrell Family Collection. This expansive collection covers significant histories in New Orleans, New York, and France, but especially highlights five individuals: Andrew Serrell, Jeanne M. (Demetre) Serrell, Edith Serrell, Adolphe Odier, and Antoine Odier.

Andrew Serrell

Andrew "Andy" Serrell joined the U.S. Navy in 1941 and served as a patrol bomber pilot in the Pacific theater during the Second World War. In addition to dozens of photographs from this time period, the collection also includes silk maps Serrell kept while flying these missions. After the war, he continued his service and, while serving as Lieutenant Commander of Patrol Squadron 44 in 1962, he was one of the pilots surveilling the Soviet ship *Kasimov* during the Cuban Missile Crisis. Among the many archival items relating to Andrew Serrell are his pilot log books dating from 1940 to 2002, which also contain cartoon drawings representing various aviation terms. Andrew Serrell passed away in January 2018 and was buried in Arlington National Cemetery.

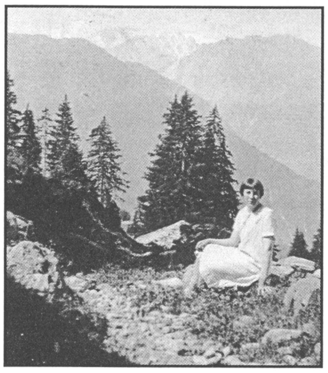
Andrew Serrell

Jeanne M. (Demetre) Serrell

Jeanne & Harrison Serrell

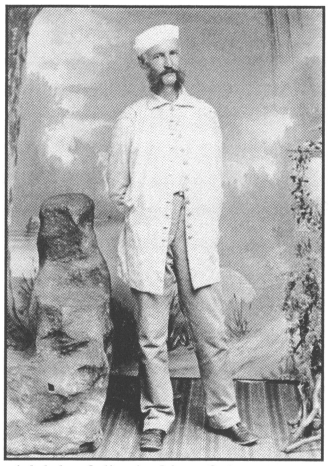
Jeanne M. Serrell (nee Demetre), who married Wall Street stockbroker Harrison Serrell in 1918, was Andrew Serrell's mother. In addition to writing about missionary work in her book *Lives of Great Missionaries for Young People*, the Dobbs Ferry, New York, matriarch was a prolific artist. While many of her works in the collection are pencil-drawn illustrations of family members, there are also several paintings. Moreover, her rare 1840s-era French volumes on the Renaissance – used as artistic inspiration – have been cataloged and added to the collection. All of Serrell's artwork in the collection dates between 1904 and 1957, during which time she occasionally lived in the Demetres' villa in Nice, France.

Edith Serrell


Edith Serrell

Edith Serrell was Andrew Serrell's aunt – his father Harrison's sister – who was born and raised in France, but lived much of her life in Dobbs Ferry, New York. Edith served as a nurse in France during the First World War and later wrote a book about the wartime correspondence between an American child and a French child titled *Deer Godchild* (available online at www.gutenberg.org/ebooks/13125). Later in life, she built a reputation in Dobbs Ferry for creating puppets and performing shows for the local children. In addition to film footage and photographs of Edith's puppetry, a mold for *Alice in Wonderland*'s Red Queen is now one of the artifacts in the collection.

Adolphe Odier


Adolphe Odier in New Orleans

From 1852 to 1854, Adolphe Odier – Andrew Serrell's great-grandfather – traveled to Ceylon (now Sri Lanka) where he wrote letters back to his father and sketched local scenes, which are both part of the collection. Later, in 1859, he moved to New Orleans – where he had previously traveled for business – and purchased an elderly slave in 1861, which is documented through a bond in the collection. Adolphe worked as a stockbroker until 1867, when he purchased the Live Oak Plantation on the Mississippi River where he grew tobacco and sugar, which he processed into liquor. There are many documents that record the plantation's history in the collection, but most interesting are special tax stamps from the Internal Revenue Service and sketches from Adolphe showing plantation scenes.

Antoine Odier

Antoine Odier – Andrew Serrell's third great-grandfather – was perhaps the most renowned member in the family. Jailed during the French Revolution, he later founded a bank during the Bourbon Restoration and rose in ranks in the Seine department. Within the collection are professional papers documenting his business between 1825 and 1846 and financial documents relating to the renovation of St. Denis Chapel and sculptor Carlo Marochetti. He also became a chevalier of the Legion of Honour, which is documented in the collection with a certificate and several medals.

The Serrell Family Collection is an amalgamation of French and American history that should excite a variety of scholars. The family not only experienced significant events in world history, they actively engaged with them and maintained that documentation until the present. While the collection has its focal points, there are also some special oddities throughout the files and objects: Russian bonds purchased prior to the Bolshevik Revolution; French hunting licenses from 1857 and 1858; the saw of a baby saw fish; and photos of Franklin Delano Roosevelt at his vacation destination in Warm Springs, Georgia.

These diverse document and artifacts will tell many other stories spanning three centuries and two continents. The finding aid for the Serrell Collection can be found in the finding aid portal: https://libapps.salisbury.edu/nabb-archives/finding-aid.php?id=2593.

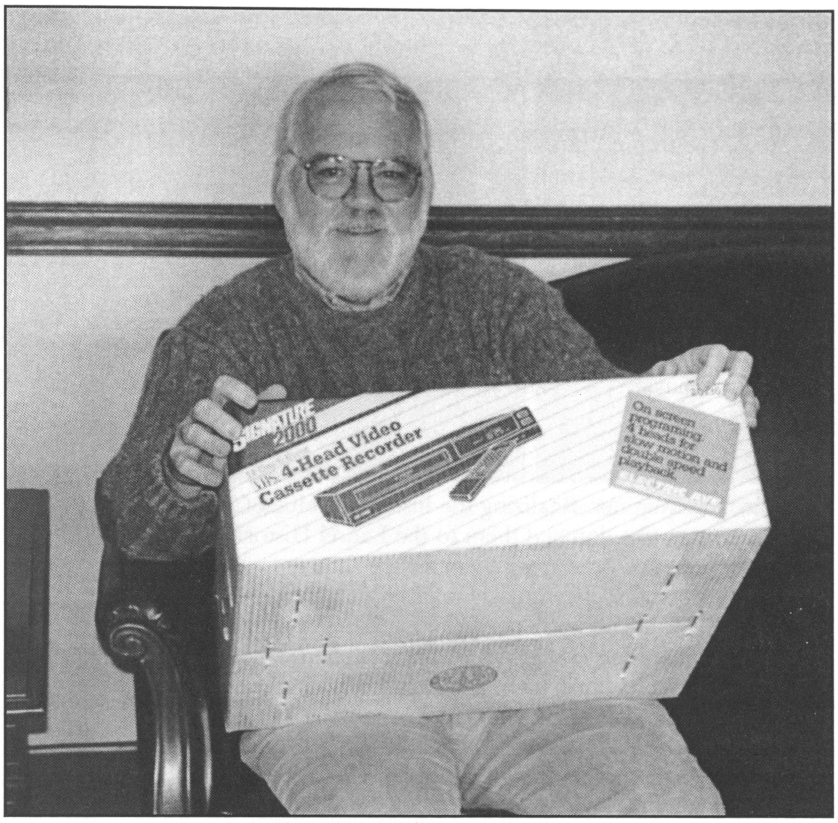
Film Views: The James Welsh Papers

By Ian Post

One collection in the University Archives – the James Welsh Papers – has recently expanded and been reprocessed in anticipation of heightened student use. The late Jim Welsh taught film studies in the English Department at Salisbury University from 1971 to 2005 and was a co-founder of *Literature/Film Quarterly* in 1973. However, the majority of Welsh's collection documents the many years that he reviewed films for the *Daily Times, Beachcomber,* and WBOC.

Before Welsh wrote his film reviews and, critically, before the existence of websites like IMDB, he received film press kits that movie distributors sent to reviewers. These kits contained all of the materials necessary to promote the film in print newspapers or magazines – plot descriptions, still pictures, actor profiles, crew lists, and occasional gimmicks. Dating between 1949 and 2006, Welsh's collection of press kits numbers over 2,600, which makes it one of – if not the – largest film press kit collections on the East Coast.

Last December, a missing piece of the collection was discovered in the basement of one of the University's Camden Avenue homes: audiovisual components that aired with the WBOC reviews. Over 600 U-Matic videotapes containing promotional clips and special features that accompanied the paper-based film press kits will be incorporated into the collection over time. Using equipment and software in the Nabb Center's digitization lab, these audiovisual press kits will be made available to researchers for personal use upon request.


Signature 2000
VHS 4-Head Video Cassette Recorder
On screen programing 4 heads for slow motion and double speed playback.

Professor Jim Welsh

Welsh's work as a local film critic ties together this expansive and unique collection, but it would not be complete without the actual reviews. Crucial to the collection, Welsh's reviews are preserved as handwritten and typed drafts, as well as newspaper clippings and teleprompter printouts. There are approximately 1,000 reviews written between the 1970s and 2013, which are currently being indexed by volunteer John Watke.

Finally, to round out the collection for film studies scholars, there is a collection of international film studies journals. These journals date from 1958 to 2009 and were published in the United States, Sweden, Mexico, and other countries. Each contains essays, promotions, and other written works about films throughout the 20th century.

Taken as a whole, the James Welsh Papers represent a major resource for research into the history and scholarship of film. Researchers can examine the work of a local movie critic who sought to bring appreciation for film as an art to the Delmarva region. Moreover, researchers can see the gears that made the broader film industry operate. Recently, students from the English Department seized that opportunity in classes about marketing specific film genres and the study of film in general. There are hopeful signs that the collection will be used in the classroom and research room more in the future.

The finding aid and complete list of press kits can be found in the finding aid portal: http://libapps.salisbury.edu/nabb-archives/university-archives/SUA-003.

Ian Post, formerly the Salisbury University archivist and Special Collections librarian, is now the Nabb Center's local history archivist.

Intercollegiate Cooperation Preserves Local History

By Norma Jean Fowler

More than 89 years ago, a young woman from Baltimore came to southern Delaware to teach art to school children in Laurel. Little did she know that she would marry here, raise her family here, and leave her mark on her adopted community. The Laurel Historical Society is pleased to partner with the Delaware Humanities Forum, the University of Delaware, and the Nabb Center at Salisbury University to preserve this legacy.

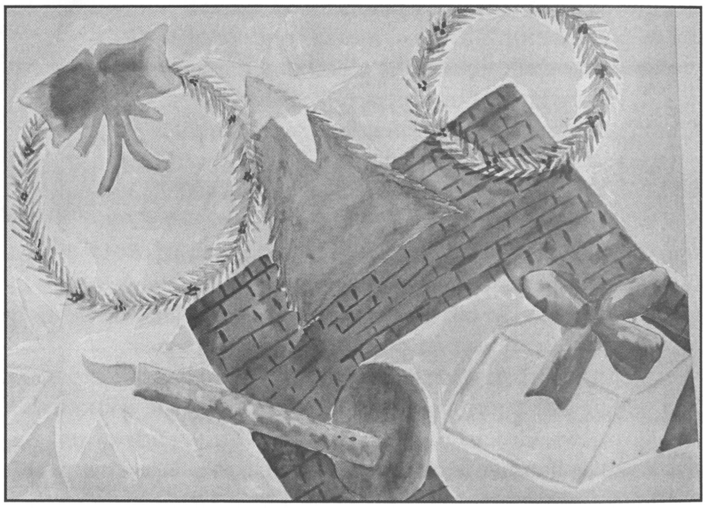
As a young art teacher, Miss Madeline Arnold (later Mrs. Madeline A. Dunn) encouraged her students to draw what they knew, what they saw, and what was important to them. More than 400 fragile crayon drawings, created by students during the years 1938-1946, the periods of the Great Depression and World War II, were discovered at the time of Mrs. Dunn's death by her daughter. Realizing the historical value of the subject matters, she donated them to the Laurel Historical Society in hopes of preserving them for the future.

The historical society quickly realized that the drawings distinctly revealed children's perspectives during this time of economic deprivation and global conflict. While many are simple childlike creations, there is a large body of scenes that are rich with subjects for discussion. The images found here, drawn by children during a challenging time, reflect their worlds as they saw them: home, church, school, downtown, land, and war. Not only can we see primary images of holiday traditions, work on the farm, and shopping in 1940s Laurel, but we can see how life on the home front of WWII affected these children. Fighter bombers, Nazi insignia, Japanese flags, victory gardens, and war bond rallies permeate the collection. Hog killing on the farm gives a historic look into a relatively lost skill. The collection even has some drawings that would initiate conversations on racial issues of the day. Church and religion are also reflected.

Viewing these drawings, one can almost travel to another time in history. In addition to the obvious firsthand look at life in rural Delaware in 1935-46, the drawings show that children's hand-eye coordination remains the same, as the figures drawn 80 years ago are shaped just as they would be by today's children. Agricultural products and techniques from yesterday can be compared to those of today. A very clear image of child life then can be compared and contrasted to the activities and thoughts of young people in 2019.

The fragile condition of the drawings demanded restoration and conservation before any public access could be achieved. In the summer of 2019, through grants from the Delaware Humanities Forum and the University of Delaware (UD), two interns from the UD museum studies program, working with the historical society, created protective Mylar sleeves for each drawing, developed a numerical spreadsheet for identification and description, and, in cooperation with the Edward H. Nabb Center at Salisbury University, scanned each art work into a digital database. The originals were placed in appropriate archival boxes. Researchers can view the images in a computer file, thus giving greater access as well as limiting damage that could result from handling of the original sheets. Without the cooperation of the Nabb Center staff, this collection might have languished for years to come. Now, future plans include public displays, discussions, and opportunities for increased scholastic research. The officers and directors of the Laurel Historical Society applaud the universities for their foresight in seeing the benefit of this intercollegiate endeavor. As a small, all-volunteer historical society, we had neither the equipment nor means to preserve this collection. When major institutions work together, great things can be accomplished. Visit the Laurel Public Library on March 17 at 4 – 5:30 p.m. for the Laurel Historical Society's event "Talking Crayons: Discovering Laurel history through children's art work highlighting these drawings.

From left, Emily Whaley, Kat Humphrey and Kathleen Stamos.

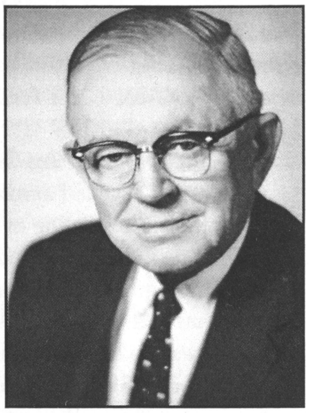


Norma Jean Fowler is the former president of the Laurel Historical Society and now serves as the volunteer collections manager.

"I Have Never Been a Controversial Figure in Maryland Politics": The Papers of J. Millard Tawes

By Kenneth Forest

Appalachian Conference, Washington, D.C., July 1961
Tawes and other with President Kennedy



John Millard Tawes, Governor of Maryland 1959-1967

The Nabb Research Center houses the papers of a noteworthy politician from Delmarva. John Millard Tawes was born on April 8, 1894, in Crisfield, Maryland, the son of James and Alice Tawes. Educated in Somerset County, Maryland, he attended the Bryant and Stratton Business College in Baltimore, Maryland, and invested in banking and real estate.

Millard Tawes entered politics as a Democrat. In 1930, he was elected clerk of the court for Somerset County and served from 1931-1939. In 1938, he was elected comptroller of Maryland, an office he held from 1939-1947 and from 1950-1959. Between terms as comptroller, he served as Maryland banking commissioner from 1947-1950. In 1958, he was elected governor and served from 1959-1967. He also served as honorary chairman of the State Constitutional Convention from 1967-1968; chairman of the Board of Natural Resources and secretary of the Department of Natural Resources from 1969-1971; and treasurer from 1973-1975. He is the only person to serve as governor, comptroller and treasurer of Maryland. Tawes died of a heart attack in Crisfield on June 25, 1979.

In the course of his career, Tawes oversaw the expansion of Maryland's economy and infrastructure, including the construction of both spans of the Chesapeake Bay Bridge. As governor, he increased regulation of the economy and the environment, established the Maryland State Roads System, and doubled the number of state parks. He expanded the University System of Maryland, established community colleges, supported the establishment of an educational television network, and increased funding for schools in low-income areas. Tawes worked closely with Presidents John F. Kennedy and Lyndon Johnson. On November 14, 1963, he and Kennedy dedicated a toll road north of Baltimore. Eleven days later, Tawes attended Kennedy's state funeral. The toll road was renamed the John F. Kennedy Memorial Highway. On September 21, 1965, Tawes attended Johnson's signing of the bill establishing Assateague Island National Seashore.

Tawes, as a politician conditioned to seek compromise and build consensus, did not take a strong position on civil rights. During his governorship, diplomats from African nations, travelling between New York City and Washington, D.C., along Route 40, encountered discrimination in segregated restaurants in Maryland in 1961. The Congress for Racial Equality (CORE) organized a Freedom Ride and sit-ins to end segregation along Route 40. The Student Nonviolent Coordinating Committee (SNCC) organized Freedom Rides and sit-ins to end segregation on the Eastern Shore. Confrontations occurred between civil rights activists and segregationists. Riots in Cambridge, Maryland, in 1963 led Tawes to deploy the National Guard and to declare martial law. In response to rulings by the Supreme Court, Tawes negotiated the reapportionment of legislative districts in Maryland, which resulted in increased representation for urban areas. In 1963, he also negotiated the passage of the first public accommodations law south of the Mason-Dixon Line.

Tawes said of himself, "I have never been a controversial figure in Maryland politics." His brand of politics was adopted by his friend and successor as comptroller, Louis Goldstein, who served from 1959-1998. Tawes was a member of the National Governors' Association, the Southern Governors' Association, and the Conference of Appalachian Governors. He earned a favorable reputation not only as a politician, but also as a public speaker. He hosted the Annual J. Millard Tawes Crab and Clam Bake, a seafood festival and a political meet and greet, which continues to the present day.

The Papers of J. Millard Tawes were donated to the Nabb Research Center by the Crisfield Heritage Foundation, which operates the J. Millard Tawes Historical Museum. The foundation is dedicated to educating the public on the history of Crisfield and the lower Eastern Shore. The collection documents Tawes' career through speeches, correspondence, photographs, publications, and ephemera offering insight into 50 years of state and national politics. The collection includes Tawes' speeches on the Freedom Riders and on the Cambridge Riots of 1963. It also includes correspondence between Tawes and Presidents Kennedy and Johnson. The collection can be accessed by visitors to the Center on the fourth floor of the Guerrieri Academic Commons.

The finding aid can be found in the finding aid portal: https://libapps.salisbury.edu/nabb-archives/finding-aid.php?id=3553.

Kenneth Forest graduated from Salisbury University with his master's in history in May. He worked as a graduate assistant at the Nabb Center on a variety of projects.

Deal Island: The Transformation of a Community, 1850-1880

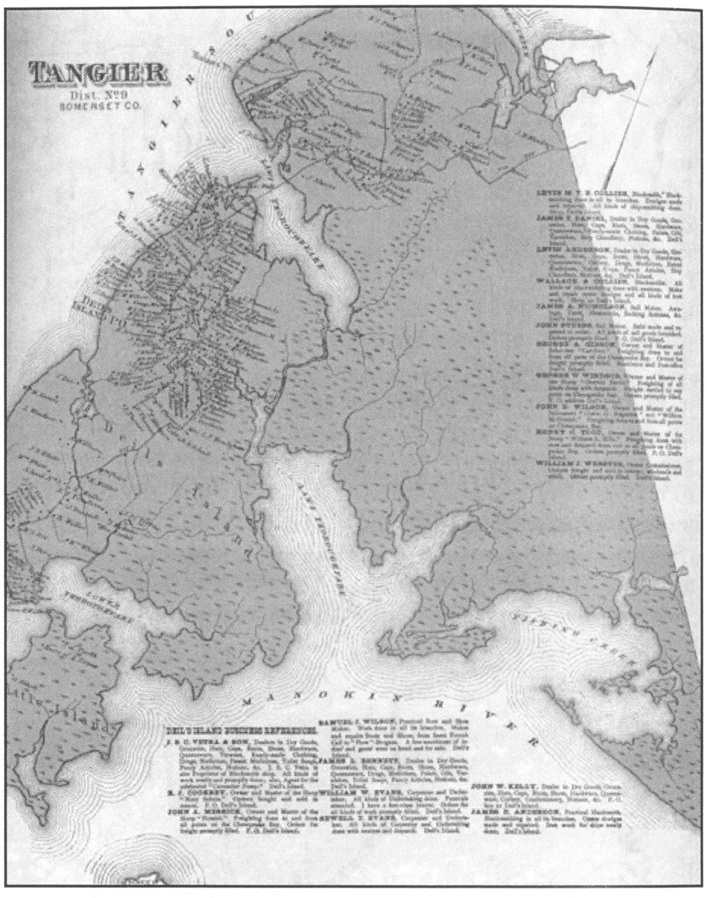
By Daniel Parsons

This article is the first in a series of pieces on Deal Island adapted from Dan Parsons' research on the area. It was originally part of his master's history thesis submitted at Salisbury University in 2007. Parsons is a member of the Nabb Center board.

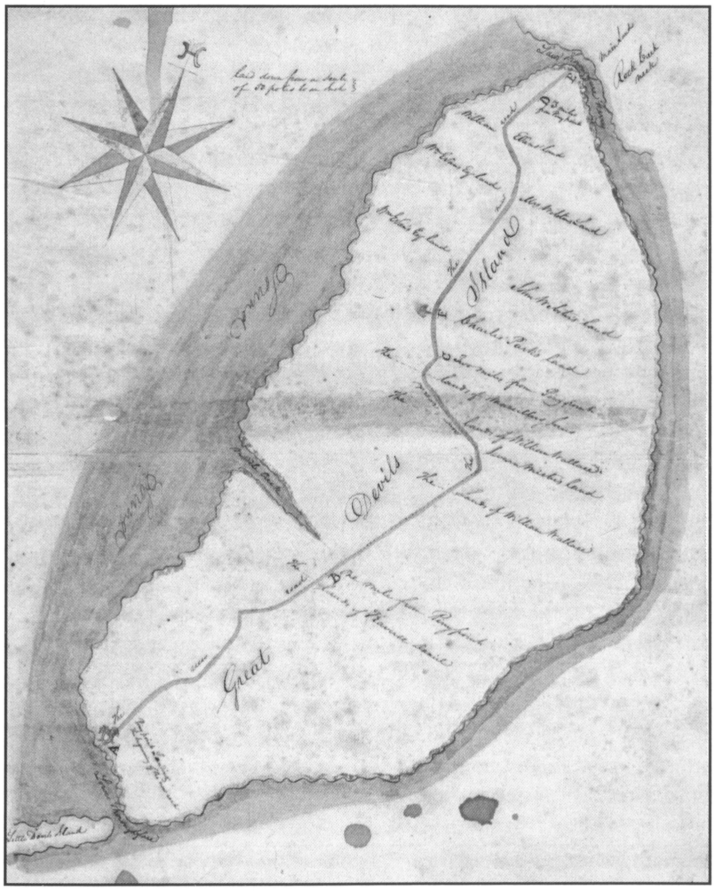
An Introduction

Lightning cracked across the black sky, illuminating for a brief moment the outline of a large ship foundering in the dark waters. From a desolate stretch of beach hundreds of yards away, a bedraggled group stared on in anger, disbelief, and desperation as they watched their vessel sink lower and lower beneath the churning waves. Exhausted from the long swim to shore, left without food, shelter, or means of survival, and lost on a bleak and unknown shore, they one by one raised their closed fists in defiance against the raging storm and screamed curses at the devil.

According to local legend, the curses of those unfortunates who found themselves washed up on that barren strand in the early-1600s gave a name to the small island that would become home to a thriving Chesapeake Bay town – Devil's Island. Later, during the rise of Methodism in the mid-1800s, the "V" was removed from the name, making it Deils Island, to disassociate it from any demonic overtones. Over the years, that name became colloquialized into Deal Island. Sometime after the arrival of Joshua Thomas, the famed Methodist "Pastor of the Islands" of the Tangier region, in the 1820s, the name was changed permanently.



1877 Atlases and Other Early Maps of the Eastern Shore of Maryland, Tangier District No 9, Somerset County



1825 Great Devils Island, Somerset County, Maryland Deeds, GH3 f 408

Located in Somerset County, Maryland, on the Chesapeake Bay, Deal Island is only 3 miles long and 1 mile wide. It is one of numerous islands in the bay and shoreline areas that are literally losing ground as high waters and winds wreak havoc on their landscape. It is situated on the north side of the Tangier Sound – an area in the bay where the mouths of six rivers converge: the Pocomoke, the Little and Big Annemessex, the Nanticoke, the Wicomico, and the Manokin. The Little and Big Monie Creeks dump into its waters as well. The sound is the deepest and most productive body of water in the Bay.

Violent storms can be credited for major cultural and ecological change on Deal Island. It was a storm that caused those early settlers to curse the devil and give the island its name. It was likely a storm that triggered an influx of settlers following the American Revolution, as many families sought higher ground following a major storm in the 1780s that rendered large portions of the lower shore uninhabitable. And, in the most recent example, the storm of 1933 destroyed all of Deal, much of the Peninsula and even tore Assateague Island in two. While storms created Deal's inlets and natural harbors, humans stepped in and maintained them. Deal could have been abandoned, as was Holland's Island in the mid-20th century, but because of its location, its relative high ground, and its natural harbors, people stayed. Deal's relatively higher ground also spared it the fate of many of the other islands, which simply disappeared as the waters of the Chesapeake reshaped and washed out the land.

Many once considered the island a despicable place, one that was left for less desirable settlers. It was a haven for pirates and other criminals who used its shores as a refuge to avoid the limits imposed by colonial rule. During the oyster boom of the 19th century, it became a center of the Chesapeake Bay's economic and religious life. Deal was deeply immersed in the oyster economy and was central to activity in the region of the Tangier Sound, which contained some of the largest oyster reefs in the world and supplied national and world markets with the appealing delicacy.

The prowess of the Deal fishermen and the insatiable appetite of consumers for their catch have led to the gradual decline of the unique Chesapeake culture and the industry that once had the bay teeming with thousands of sailing vessels in search of oysters. This study focuses on the transition of Deal Island from a remote enclave of subsistence watermen and farmers to a grand center for oyster extraction. This change occurred in the decades between 1850 and the mid-1880s, a period in which significant outside national forces, most notably the post-Civil War depression and the astronomical rise in national demand for the Chesapeake oyster, transformed life on Deal and elevated the unique culture of the waterman in both status and wealth. As late as the 1850s, the majority of the people and the island's economy were directly tied to the land, but by 1880, a society had emerged that no longer totally depended on working the land for its survival.

The people had created a highly developed, centralized community that through immigration had more than tripled in population during this 30-year period. The people of Deal also developed a more specialized economy that saw the emergence of more occupations that centered on the new wealth of an immigrant waterman class. Although the shift was rather rapid, it was dependent on the influx of the settlers to effect this change. As people began to move in and more and more money was being made from the Bay, the larger farmers sold land, encouraged growth, and found ways to profit from the Bay and the watermen.

From Anglo Settlement to 1850

Immigrants began moving into southwestern Somerset County beginning in the 1660s. Large land tracts were granted to men like Randall Revell, who had a patent called "Double Purchase" that sat near the mouth of the Manokin River, just south of Deal. Many government functions and trade transactions occurred on Revell's land in the earliest years of the area's settlement. Devils Island sat downriver from the huge landowners like Revell. Though today Deal Island may seem isolated, in the 1670s it was near the center of activity in the region. Most people lived near waterways that they relied on for virtually all commercial transactions. In order to trade or sell, people had to use the water. Almost all towns that emerged on the peninsula were located on a river or creek. Water was central to life on Deal and in the surrounding area and would remain so well into the 20th century.

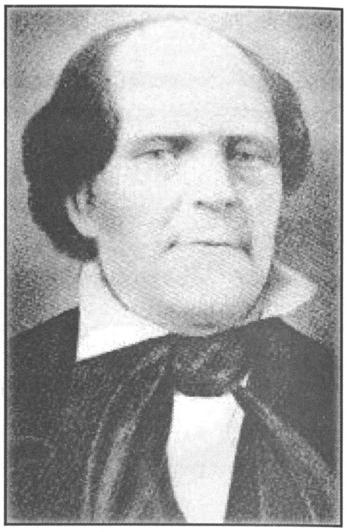
The Anglo settlement history of Deal begins in 1673 when Thomas Rowe, one of the first documented settlers, patented a 300-acre parcel called Grave's End, the spine of the island's westerly end, which ran southwest to northeast. The beginning boundary starts at the bottom of the island near the harbor on the sound side and follows the current Deal Island road continuing to where the community begins on Deal. It consisted of the highest ground on the Island. "Northforland" was the second land tract; together with "Graves End," they shape the modern-day center road. Most people who settled on the island at this time were farmers who were speculating, trying to find the best land. These early farmers and later watermen used the waterways as a way of selling goods and maintaining contact with what little infrastructure had been put in place by this time.

With little land overall on the island, the farmers of Deal eked out a living, making do with what they had. European settlers on the Eastern Shore included farmers, indentured servants, and tenant farmers, and Deal was no different. None of the first inhabitants of Deal owned slaves. Many of the landowners on the island hoped to have large families with male children that could serve as farm labor. Farming culture necessitated that most children work the fields.

There were five tithables, or taxable persons, in 1690: Thomas Rowe, Rowe's son Thomas Jr., John Laws, John Windsor, and Dennis Buckley. While the population began to grow and a small close-knit farming/water community began to emerge, the Island still had public infrastructure or amenities. The people traded among one another, but almost everything that was consumed was produced at home, and labor was centralized around the home. For most, whatever you ate, you grew or caught.

The resilience of the family was directly related to the ownership of land. The culture of the colony was centered upon land ownership and the ability to pass the land from generation to generation. Names are important to the people of Deal and this resilience remains a great source of pride for the old families that remain there today. Their heritage is directly related to the land and water, and it gives families a tremendous sense of place and time through their tightly-knit community. The people have

Rev. Joshua Thomas Chapel and Graveyard, Deal Island, Maryland



Rev. Joshua Thomas

a sense of tradition and a way of life that keeps them where they are.

The economic culture of Deal changed little during the first 100 years of Anglo settlement. The people were still small commercial or subsistence farmers and fishermen. However, as infrastructure began to develop, larger forces increasingly affected the inhabitants of the island.

Some of the changes of the late 18th century – including the American Revolution, religious divisions, and the growth of a regional watermen's economy – played a role in the lives of Deal residents. People took sides in many ongoing conflicts, while other figures like the pirates were opportunists. The gullies and guts of Devil's Island gave perfect refuge for those trying to evade capture. At least two people from Deal are mentioned as being captured as pirates during the Revolutionary period: Michael Timmons, who may have been a British mercenary, and Joe Whaling. Some might say they were British sympathizers, but they probably just took advantage of the situation in order to advance their own interests. The peninsula bordered by the Chesapeake is unique; no other peninsula is divided among three states, and as a result, there was much political and social turmoil. Old border tensions and disputes between Maryland and Virginia took on new dimensions as the oyster later became a valued commodity. These disputes sometimes led to bitter rivalries and bloodshed. Deal's central location in the sound prevented the island from insulating itself from these conflicts. The turmoil that resulted from violent weather, religious disputes, and politics left a tumultuous atmosphere.

Deal is situated almost perfectly equidistant to all the other waterman communities in the Tangier Sound, which made it a prime area for early pirates and ministers alike, as another major change that was sweeping through the region was the spread of Methodism around the turn of the 19th century. It was becoming the guiding force of social development in the area, central to community activity, creating the first schools and community halls, and providing a social outlet for people striving to create a sense of community on these remote island settlements. The minister David Wallace likely built the first Methodist church near Deal at Rock Creek in 1797. Presently, there are no deeds to substantiate the construction of such a church as of yet, but current residents believe that there was indeed a Methodist Church built in modern day Chance sometime in the decade preceding 1800. David Wallace was the first Methodist minister in the Deal area, and he no doubt had a church. It is just unclear through the records exactly when and where it actually was built.

Methodism was a direct off-shoot of the Episcopal Church in the United States. John Wesley sought to convert people to a more conservative religion that followed the scripture more closely. Disciples of John Wesley traversed the peninsula in the 1770s attempting to convert people to Methodism. David Wallace was the man in charge of accepting converts in the area of Deal. Also, people were seeking a religious alternative to the church of the crown, and people living in the island settlements around the Tangier Sound were eager participants.

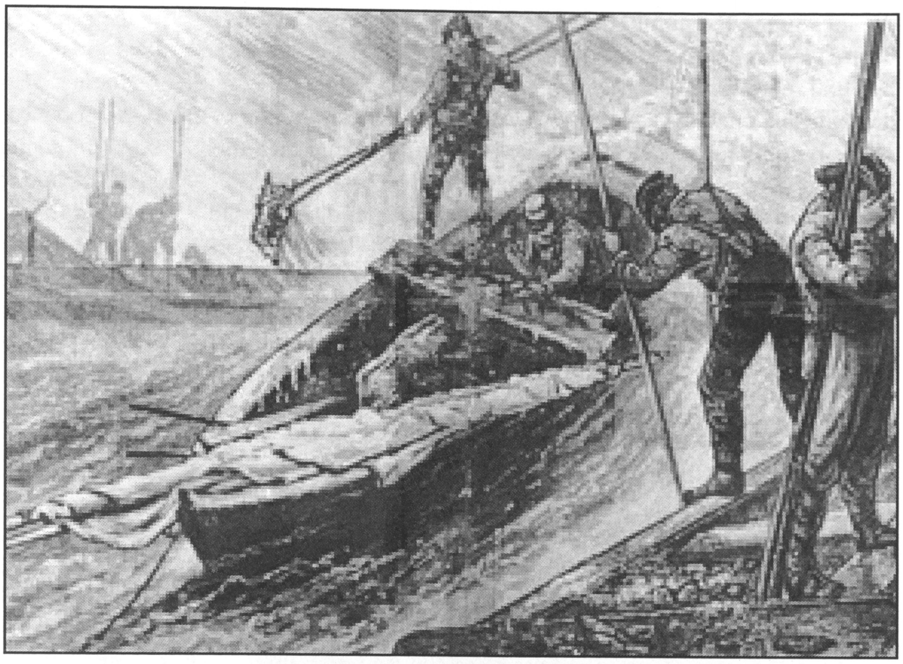
Deal Island – The Transition Begins

The church remained central to the community, and after David Wallace passed away in 1815, Joshua Thomas became the "Parson of the Islands." He was instrumental in carrying the Methodist charge throughout the region. He established camp meetings on the island that became annual events where thousands would gather. People around the water were quickly converted to Methodism, especially through the preaching of Thomas, who famously preached to the British in 1814 before the Battle of Baltimore. Revivals brought together communities from up and down the Bay to Deal Island to hear Thomas preach. Thomas used Deal, or Little Deal Island more specifically, as a residence to save time between preaching trips around the Tangier Sound. During this time, Deal Islanders constructed a number of roads and churches, in some cases using materials salvaged from nearby shipwrecks. Many factors played a role in the development of Deal and its emergence as a major outpost for watermen.

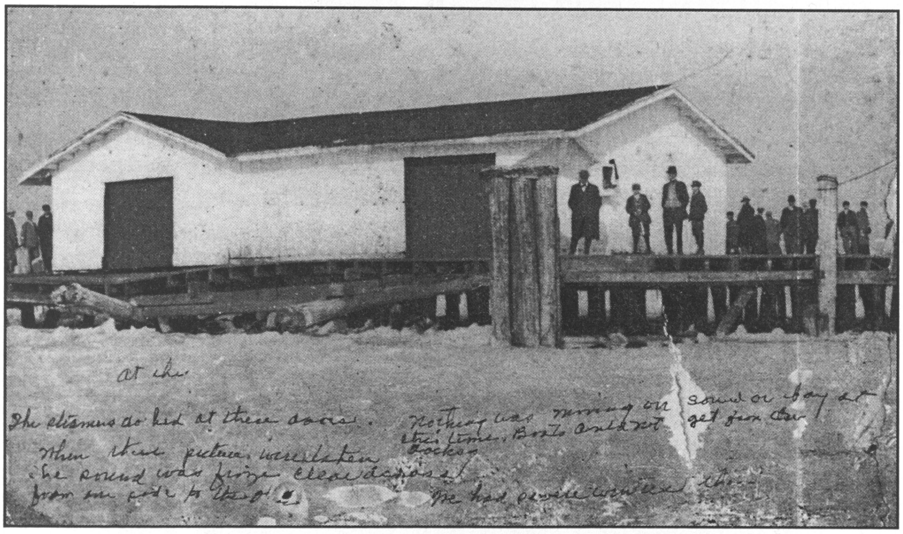
By 1800, the island was populated by 16 families, totaling about 150 inhabitants. Most of the people were farmers who tilled just to provide for their families. Land tracts were in the hundreds of acres and seafood of any kind was for subsistence or for local trade. The late 1820s changed all of that. The 1820 U.S. Census listed 25 families on Deal, steady growth from the total of families in 1800. Oysters were the only food from the Bay at the islanders' disposal that would not spoil if kept for any period of time out of the water, but the people harvesting them could only reach the oysters that were in shallow water. They would extract the oysters from the water with hand tongs from a small skiff, so with this technology their access was limited. Then the dredge came. It was introduced by New Englanders who had come to the Chesapeake in search of oysters after the stock had been depleted from bays in New England around the turn of the 19th century. It was made illegal in 1820, but became legal again in 1854 when Maryland legalized the use of a "scrape" in the waters of Somerset County.

The dredge revolutionized how people worked on the water. Deal Islanders were becoming watermen, and by 1850, people were no longer coming to the island to be farmers. They were buying 3-acre and as small as half-acre tracts; although, some people maintained larger land tracts for continued farming. The dredge allowed the waterman access to huge oyster reefs that would provide seemingly endless oyster harvests. And at this time, an almost endless demand was found for their product. Men would fill their boats up to the point where they were almost sinking. And once the oyster dredge was introduced to the Eastern Shore, Deal Island became an important economic connection between this area and urban centers as far away as Chicago and Boston. At one point, the watermen began harvesting the oyster with small boats from which usually one man would hand tong his catch; then the sloop was converted into a dredge boat. The first skipjack was introduced in the late 19th century and then numbered in the thousands 10 years later. The watermen were having larger boats built to haul the huge amounts of cargo that they would then ship to be processed and sold.

As a result of the technological innovations, Deal Island entered an important period of change. The most notable transformation was



Favorite bed for small boats. Gathering and dressing oysters under difficulties.


at the
The steamers docked at these docks.
When these pictures were taken
the sound was froze clear across
from one side to the other.
Nothing was moving on sound or bay at
this time. Boats could not get from there
docks.
We had people walk across then

B C & A Railroad wharf, Deal Island, Maryland

Old Anderson Hotel, Deal Island, Maryland the increase in the number of families moving onto the island. There were roughly 25 surnames listed in the census in 1850 and by 1860 there were around 60. The region also changed dramatically once the railroad to Crisfield was put through in 1866. With major advancements in refrigeration techniques, the region of Tangier was about to be put atop the oyster food chain, even with the short-lived downturn in demand during the Civil War.

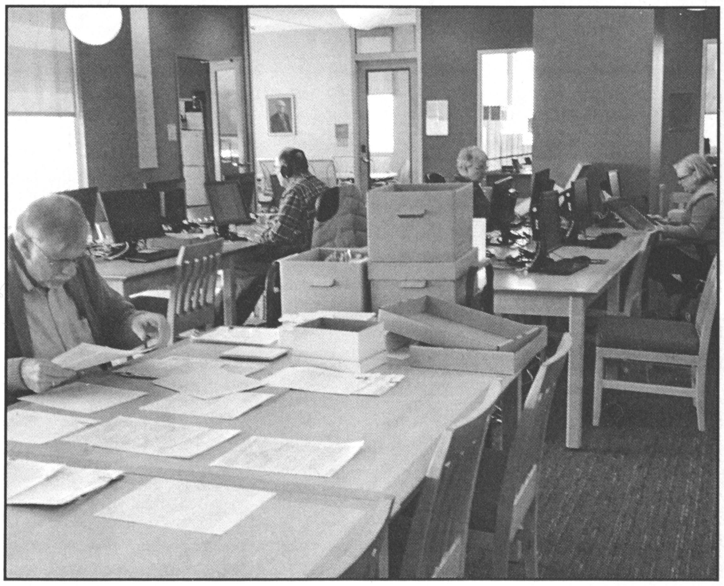
After the Civil War, waterman communities like Crisfield and Deal Island harvested tens of thousands of dollars of fresh cargo every year. The waters were teeming with small boats scooping for crabs and tonging or dredging for oysters. By the 1880s Deal had become a regular port of call for steamships bound for points north such as Baltimore. The Island was home to the Anderson Hotel, which slept over 80 people. Deal was busy with families trying to make a living on the seemingly unlimited bounty of oysters.

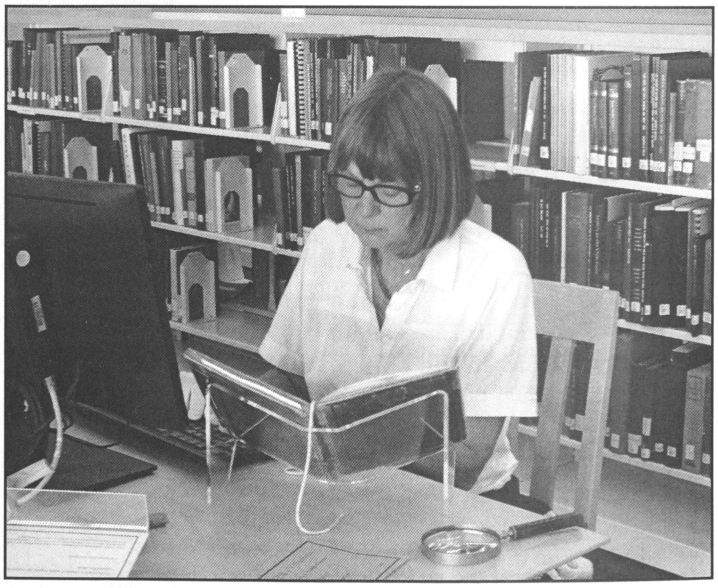
This information explains the transformation of the Dames Quarter district in Somerset County, Maryland, and generally of Deal Island. A major transformation took place on all levels of society of the region, and the forces of the oyster boom that occurred between the years 1850 and 1880 in particular transformed Deal dramatically.

Author's Note on Population Sources and Other Documents

There is a bit of uncertainty in dealing with the specifics of the population of Deal Island. The only census to list the actual residents of the Deal Island was the 1820 U.S. Census. The rest of the censuses for the years being discussed show the people of Deal listed as living in the Dames Quarter/Tangier district, as the names changed over the years. There is not much difference in the population numbers, and the geography is the same. The map of Tangier district illustrates the size of the region in question, and the difference is minimal. The people living in this area had the same vocational options and went through exactly the same changes socially and economically, but Deal was more centralized. The hamlet represents the largest community in the Dames Quarter/Tangier district. It will never be possible to find the exact people living on the Island, but this analysis includes as accurate of an approximation as possible. In compiling the list of names for each of the decades discussed, I made a thorough examination of most of the tax assessment records for the region from the years 1852 to 1915 in search of land tract names from Deal. I found several but unfortunately the assessment records do not always list all land patent names, and as land was sold to watermen, the land was not resurveyed. And on most assessments, just the size of the tract was listed for the individual.

Maps and documents reveal the names of the first and last patent holders on the island in 1850, so the process of finding the names of the other inhabitants was through the door-to-door nature of the census listing. The process of taking the census led the census taker from door to door in hopes of being able to evaluate the household for tax purposes. But unfortunately, that is not a foolproof way of determining the population. In the case of a waterman, he could be out at work for months or weeks, and perhaps be missed by the census.





We thank all our community volunteers who help us in a variety of ways. Projects they undertake include transcribing oral histories, church records, diaries and other documents, scanning, organizing archival collections and helping with research requests. Pictured here are John Watke, Paul Perenko, Jane Burt, Marion Robinette, and Diane Langeler.

Tale of a Tub: Flotsam and Jetsam from Chesapeake History from the Schooner Howard Dail

By Phillip Hesser, Ph.D.

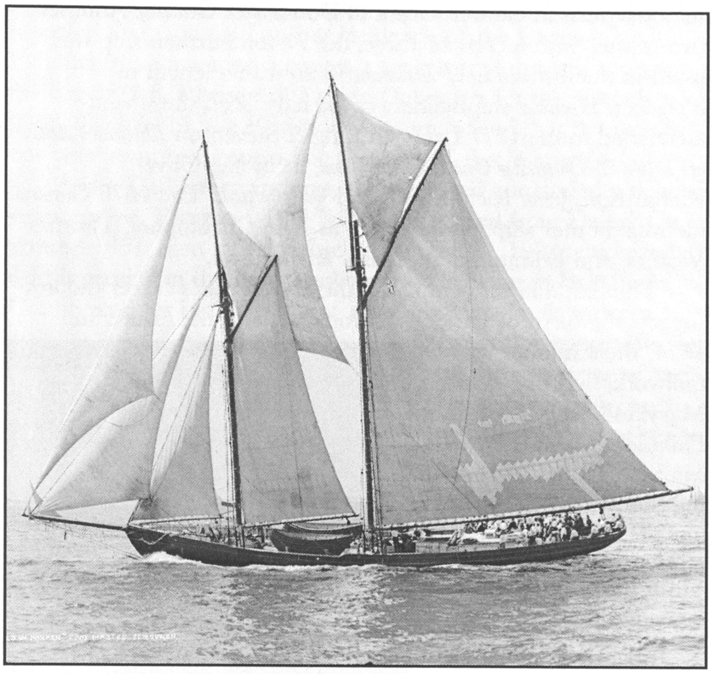
> *Our years before the mast brought us joyous adventure, the means to a livelihood, and a kind of soul-satisfying communion with that part of the universe that fills some indescribable longing in man to be one with nature.*
>
> William T. Hooper, in Gladys Ione Hooper,
> *My Years Before the Mast*

For a little over a 100 years, spanning both the 19th and 20th centuries, the schooner held its place as the workhorse of the Chesapeake. While steam dominated the passenger trade across and along the rivers of the Chesapeake Bay and even up and down the rails of the Delmarva Peninsula, more agile boats such as bugeyes, skipjacks, and bateaux did much of the work of oystering and fishing. The two-masted schooner, however, drove modern development around the Bay, supplying timber and stone for the embankments, breakwaters, and piers of its lifelines to the world, bringing the coal that made its machinery come to life, and even furnishing the grain that fed its people and livestock.

Many of the stories of the schooners have been told by retired captains and enthralled chroniclers. Photos abound of these beautiful craft in their prime and after their abandonment. We have learned much of what Captain William Hooper of Dorchester County describes as the "joyous adventure" and "soul-satisfying communion" of a life before the mast of these windjammers. We have learned less about the "means to a livelihood" that these craft provided and how that livelihood derived originally from the resources of the Bay and later in part from the commodities that made it by rail or canal to its shores.

A chance news item reporting the fatal lightning strike that brought an end to the busy, 40-year career of the two-masted schooner *Howard Dail* in 1915 was only the final chapter of a telling tale of a tub recounted in this article. It is a fragmentary narrative, but it reveals a compelling story of everyday life and livelihood, of the commodities that supplied an increasingly complex economy, and of the role of the schooner in transporting these commodities where they would complete the work of creating a modern Mid-Atlantic and set the stage for its role in the global economy.

The story logically begins with T. Howard Dail, for whom the boat was named. Howard Dail was the son of Thomas J. Dail Jr. (b. 1816), listed as a merchant in Cambridge in the 1850 and 1860 Census records. Thomas J. Dail Jr. worked with his father Thomas Dail Sr. (1789-1858) and later with his brother Levin, operating out of the storehouse at the corner of Gay and Poplar streets purchased at a sheriff's sale in 1847 by Thomas Sr. The younger Thomas' own entrepreneurial talents may be suggested in a short item in the February 13, 1854, Baltimore *Sun*, reprinted from the Cambridge *Chronicle*. Thomas Dail (the younger?) bought Nanticoke Farms from "Messrs. Larrabee of Maine," who had recently purchased the 1,000 acres for $17,500. In paying $8,000 to the Larrabees with the understanding that they could harvest the white oak for ship timber, Dail received the land and the "cord wood, pine timber, etc." remaining on the land. In a better-documented, but less-successful venture, Thomas J. Dail Jr. likewise joined several citizens of Cambridge, including future governor Thomas Holliday Hicks, in obtaining legislation to incorporate the "Cambridge and Blackwater Railroad Company" and the "Cambridge and Blackwater Canal Company" in March 1848.



James W. Parker, *an example of a two-masted schooner, Library of Congress*

The younger Thomas J. Dail's deal-making abilities led to his moving to Baltimore around 1864, a few years after his father's death, where he would establish Thomas J. Dail & Co., "wholesale grocers & commission merchants," aided by his son T. Howard (b. 1848), who was 16 years old at the time of the move. These agents served as middle-men between producers and retailers and owned or hired ship property to bring in products from rural areas to the cities for selling or processing.

A few newspaper ads suggest the range of business carried on by Dail & Co. An 1864 notice advertised "1000 dozen eggs from the country" for sale at the Dail establishment at Cheapside in Baltimore. An ad from 1866 sought five laborers experienced with pit saws for several months' work sawing cypress and oak in Virginia. In an ad from 1872, the Dails offered a schooner named *Swift*.

Making use of probable connections with Dorchester County shipbuilders, Thomas J. Dail Jr. built the *Thomas J. Dail,* likely named for his father, in his home county in 1869. A three-man, two-masted schooner of 66 tons burthen and 82.3 feet long, the *Thomas J. Dail* enjoyed a long career into the 1920s carrying grain, pulpwood, and timber under several owners.

In 1872, a few years after the launch of the *Thomas J. Dail*, the *T. Howard Dail* (usually known as the *Howard Dail*), named for the owner's 24-year-old son and junior partner, was launched at the boatyards at Church Creek in Dorchester County. Another two-master with a crew of three, the 77-ton burthen ship was listed in the *Annual List of Merchant Vessels* with a length of 85.6 feet. Possible shipbuilders could have been those who advertised in the 1877 Lake, Griffing & Stevenson *Illustrated Atlas of Talbot & Dorchester Counties, Maryland,* including Oliver Richardson, Jesse Richardson, and W.A. Vane. The 1870 Census identified other shipbuilders, such as John Christopher, Thomas Vickers, and Edmund and Stanley Richardson.

The first quarter century of the *Howard Dail*'s career did not suggest the turns of bad luck it would have in the future. In 1874, the schooner was carrying poplar lumber (for use in millwork, flooring, doors, and cooperage) from Vienna, Maryland, to J.C. McNaughton, a lumber company based in Philadelphia. In the 1880s, it carried coal from Havre de Grace, Maryland (probably transported from central Pennsylvania via the Susquehanna & Tidewater Canal), to Alexandria, Virginia (for J.R. Zimmerman, dealer in "Best Qualities Coal"); salt from Baltimore to New Bern, North Carolina (for E.K. Bishop & Co. – also a wholesale grocer); and lumber to Wilmington, Delaware (for G.W. Bush & Sons lumber company).

It is possible that all or part of the *Howard Dail* was sold by Dail & Co. to Captain William Martino around 1889, when its home port was listed as Crisfield, Maryland. Martino and his sons captained schooners out of Crisfield. However, one year later, the *Dail* would once again have Baltimore as its home port – either reflecting Captain Martino's lifelong business associations with that port or suggesting sale to new owners.

Regardless of its ownership, the *Howard Dail* kept up an active career in the 1890s. It transported grain from Wye Mills to Baltimore. It brought stone from Port Deposit, Maryland, to use as riprap for the causeway to the Baltimore quarantine facility at Hawkins Point. It carried cordwood and lumber from Smithfleld, Virginia, and locations on the Rappahannock, to the Chesapeake Lumber Co. in Baltimore, and hardwood from locations on the Potomac to the lumberyards of the Price & Heald Co. in Baltimore. Other ports of call included Petersburg, Alexandria, and Deep Point in Virginia and Cambridge, Maryland. In at least some instances, it sailed for Baltimore shipbrokers, who provided freighting vessels to shippers. Two Baltimore shipbrokers, W.J.C. Michaels and Wrathen & Hooper, acquired and/or chartered the *Howard Dail* as agents for producers shipping to Baltimore.

On one of its trips to the Potomac in 1896, Captain Charles O. Tubman, who had purchased the schooner by 1894, encountered what he called "reckless targeting" near the U.S. Navy proving grounds at Indian Head, Maryland, filing a complaint with the Customs House in Baltimore. In this complaint, which later became fodder for the wire services, he recounted that the dishes in the galley "danced a two-step" from the gust of wind "the shots made in passing by." Captain Tubman's complaint received a response from Lieutenant C.P. Plunkett, who answered that "the captain was mistaken," but acknowledged that "the shot deflected to the right … as he could observe from the lower part of the firing range."

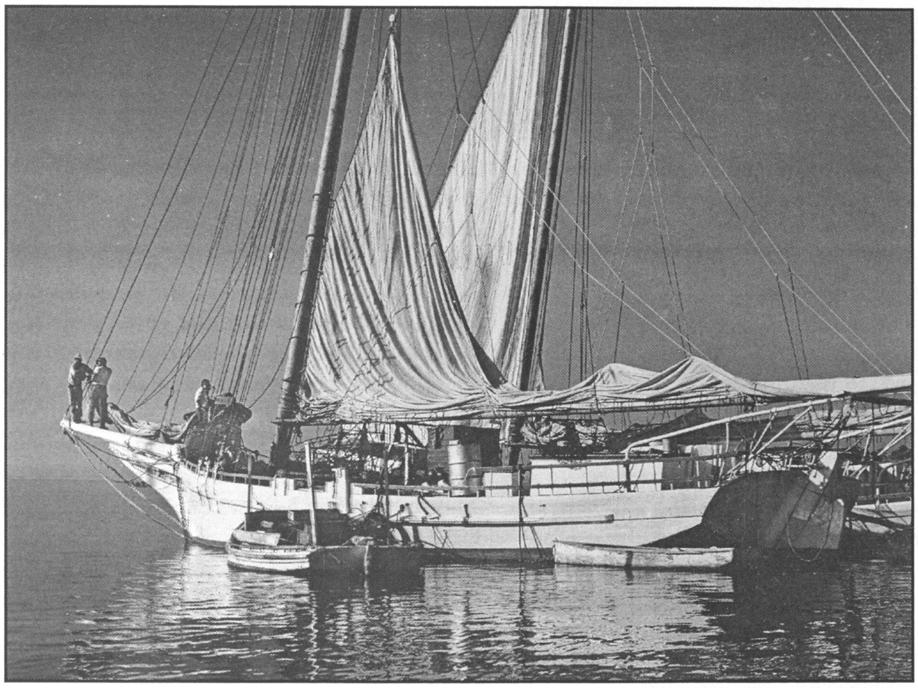
The *Howard Dail* sailed into worse jeopardy in 1898 after leaving Alexandria, Virginia, when it was dismasted in the Potomac in the gale and blizzard that swept the northeast on November 26 and 27. It returned in tow to Beacham's Shipyard, where it received a new mast and bowsprit – not the only major repair it would receive in its career.

The first years of the 20th century saw the Howard Dail navigating through a period of change. It was sold by Captain Charles O. Tubman to Captain Daniel (?) McNamara in 1901. Now based in Tappahannock, Virginia, it brought timber to Baltimore and Alexandria, Virginia, often from Freeport in Virginia, sometimes from the Little Choptank River in Maryland, with cargo often consisting of railroad ties and pine timber for rebuilding dry-dock facilities. During a snow squall on November 6, 1903, it ran aground at Fort Foote, Maryland, just a few miles from its destination of Washington, D.C., carrying 50,000 ft. of pine timber. It managed to pull away to complete its delivery in a few days. It is also likely that some shipments of timber would have been directed to rebuilding Baltimore and its port after the Great Baltimore Fire of February 1904.

The August 9, 1906, edition of the Washington *Evening Star* reported that the *Howard Dail* was sold at auction for $1,350 to Vane Bros, Baltimore ship chandlers, following a court judgment on behalf of Diggs Bros. for non-payment for new sails. The August 21 Baltimore *Sun* added that the chandlers would restore the ship to "first class condition," with caulking and painting. Vane Bros expected that by going over all parts of the vessel, it would "add additional value" to the *Dail.* Although the reburbished *Dail* went to sea again under Captain John B. Woolen, it remained in the possession of Vane Bros. Its ownership changed again soon. By December 2, 1906, according to the Baltimore *Sun*, the *Howard Dail* was sold to lumberman W. Alvin Linthicum of Dorchester County, who worked the vessel out of Baltimore once again and continued to use the schooner for "general bay freighting" – likely with an emphasis on his own sources of piling and lumber.

Ten years after its dismasting, the *Howard Dail* encountered a worse run of bad luck. On January 31, 1908, the Choptank River was frozen over – a rare treat for local ice skaters, but not for mariners. The *Howard Dail*, carrying a load of piling, was being towed through the ice (with another piling-laden schooner, the *S.F. Kirwan*) by the steam tug *Easby* to Baltimore. By 3 a.m., it had been fighting the ice on the bay several hours to reach Seven Foot Knoll at the mouth of the Patapsco River, according to the Baltimore *Sun* of February 2, 1908. As a result of its long night cutting the ice, the *Dail* began to leak from its bows. Captain L. James Colston reacted quickly, cutting away the supports for the piling. However, as the piling fell into the water, the schooner capsized, sending the three-man crew into the water and causing the stricken schooner to careen into the *Kirwan*, losing its bowsprit in the process. Once the *Kirwan* rescued the crew, the *Easby* cut the tow to the *Dail* and towed the *Kirwan* into port, coming back with the iceboat F.C. Latrobe and the tug William A. Johnson to move the hull of the *Dail* out of the shipping lanes.

A later report of the story in the February 6 Washington *Evening Star* added that the vessel would be refloated as soon as the weather conditions would permit. The same paper on February 11 provided details on how the schooner would be raised with chains worked under the hull and two barges cradling the *Dail* back into port. By February 18, according to the Baltimore *Sun*, the wrecker *Broom* raised the schooner. Cradled by the *Broom*, the *Dail* was brought by the tug *W.H. Mohler* to the "stakes" at Canton in Baltimore and beached. In addition to the damage to the bow, both masts had been broken and the schooner received damage to the stern and port quarter. By February 25, the *Mohler* had taken the *Dail* to the shipyards at Church Creek for rebuilding. A March 5 notice in the Baltimore *Sun* from W. Alvin Linthicum sought the masts, booms, sails, rigging, and yawl boat lost from the *Dail*, promising that the finder would be "liberally rewarded."



Ruth A Thomas, *example of a skipjack*

By May 18, the *Howard Dail* was back in service, departing from Cambridge to load piling at Church Creek for Baltimore. By the end of 1908, it had racked up several trips to Baltimore with piling. It was not long, however, before the *Dail* encountered bad luck once again. The Washington *Evening Star* reported on March 4, 1909, that the *Dail* had been grounded in Worton Creek on the upper Eastern Shore, requiring the services of the tug *Reeder*.

For the next five years, the *Howard Dail* faithfully carried its cargoes across Chesapeake Bay. Although it was recorded once with a load of canned goods and another time in service to M.O. Lewis & Co. (a commission broker specializing in oysters), the *Dail* generally shuttled back and forth between Madison and Baltimore laden with piling for the wharves and other projects in the city. In 1910, this trade was confirmed in an announcement of Herman L. Grube, identified as a Baltimore timber merchant, buying 25% interest in the *Dail* from W. Alvin Linthicum for a seemingly bargain price of $5. In the next few months or years, he acquired complete ownership of the schooner.

The tale of the *Howard Dail* comes to its end on February 1, 1915, when it was struck by lightning while at anchor in Madison, loaded with piling for Herman L. Grube's lumberyard in Baltimore. First consuming the mainsail and the cabin, the fire burned the hull to the water's edge, sinking the vessel. The next notice, in the May 19 Baltimore *Sun*, noted that the War Department (Army Corps of Engineers) was expected to remove the wreck – "practically abandoned by the owners" – from Tobacco Stick Creek, where it had become a menace to navigation. On June 18, the Wilmington, Delaware, *News Journal* reported that Colonel Lansing H. Beach of the Corps in Baltimore had awarded a contract for removal, having accepted the bid of N.B. Register of Lewes, Delaware, for the sum of $303. On July 15, the Baltimore *Sun* announced that the wreck has been removed, concluding the saga of the *Howard Dail.*

As for Dail father and son, the story had concluded a dozen years earlier. Thomas J. Dail Jr., having retired from Dail & Co around 1894, died in Baltimore on August 20, 1903, eulogized for his serving in the state legislature while living in Dorchester County and for his founding of the family wholesale grocery firm in Baltimore. His son and the namesake of the *Howard Dail*, T. Howard Dail, died later that year on October 8. He had been serving as state wharfinger at Baltimore (responsible for collecting wharfage from ships using the harbor), having been appointed in 1900 and reappointed in 1902. He had continued his work as a commission merchant until his death. However, his promotion of the Nanticoke Transportation Co. – a steamboat line linking Baltimore with the Honga and Nanticoke rivers – as a founder and general manager in 1884 had ended when the Maryland Steamboat Co. acquired the company in 1892. In neither Howard Dail's nor his father's obituary was any mention made of the doughty schooner.

Perhaps the best obituary to the schooner *Howard Dail* was found in the two notices in the Washington *Evening Star* in February 1908, when it was cut by ice while being towed to Baltimore. The *Star* referred to the *Dail* as "a well-known bay freighter" and "well-known trader to this port." In over 40 years of service on the Chesapeake Bay and occasional forays to other ports-of-call such as North Carolina and New Jersey, the *Dail* was known for its unglamorous, but steady, service as a freighter. It made money to the end of its days for its succession of owners in the grocery wholesale, ship-brokering, coasting, chandlering, and lumber businesses – even as it fell in price as it aged, entered into a streak of bad fortune from ice and groundings, and suffered for lack of maintenance and restoration.

Although many schooners have left behind longer service records, more detail about their captains and crew, and even photographs, the *Howard Dail* tells us much today about the stirrings of the modern Chesapeake economy and its environmental foundations. During its several-decade career, the Dail transported food items, such as bulk grain, eggs, oysters, and – at least once – canned goods. However, it appears that it did not pursue those consignments and others such as watermelons that made the fortunes of other shipowners. Similarly, it seldom transported coal and stone from the head of the Bay – loads that also had a ready market in a machine-driven economy, whose coal-fired engines built cities (and protected their shores with riprap) and whose steamboats and locomotives transported manufactured goods by water and land.

Instead the *Howard Dail* found its stride in the lumber trade. Occasionally, it ferried poplar and oak to furniture factories, shipyards, and lumber yards. It even carried cordwood, as that resource was rapidly being overtaken by coal and oil for heating, cooking, and machinery. The *Dail*, however, generally became a specialist in transporting piling, railroad ties, and other elements of construction – contributing to the growing transportation infrastructure of the region. Treated against insects and rot with creosote, the piling and other products of the *Dail* built the substructures of ports, docks, bridges, railroad trestles, embankments, and foundations in the Mid-Atlantic region – perhaps making a major contribution to the rebuilding of Baltimore after the Great Fire of 1904.

Transporting the timber of the Bay area from such locations as Freeport, Virginia, and especially its own Dorchester County, the *Howard Dail* also contributed to the fortunes of people living far away from the *Dail's* usual home port of Baltimore. The timber cut from the margins of the Blackwater River and carried out by 100-year-old canals and dirt or shell roads rutted by oxcarts provided a livelihood not only for Dorchester lumberman W. Alvin Linthicum and captain-owner Charles O. Tubman, but also to wood-choppers and teamsters – many of whom were African American. In particular, the *Howard Dail* and its sister-ship, the *Thomas J. Dail*, enabled Thomas J. Dail Jr. and his son T. Howard to make the move from running a local grocery business in Cambridge to establishing a regional wholesale grocery and commission business in Baltimore. It is no wonder that schooners received family names, since they contributed as much as – if not more than – siblings and children to enable a family business to succeed.

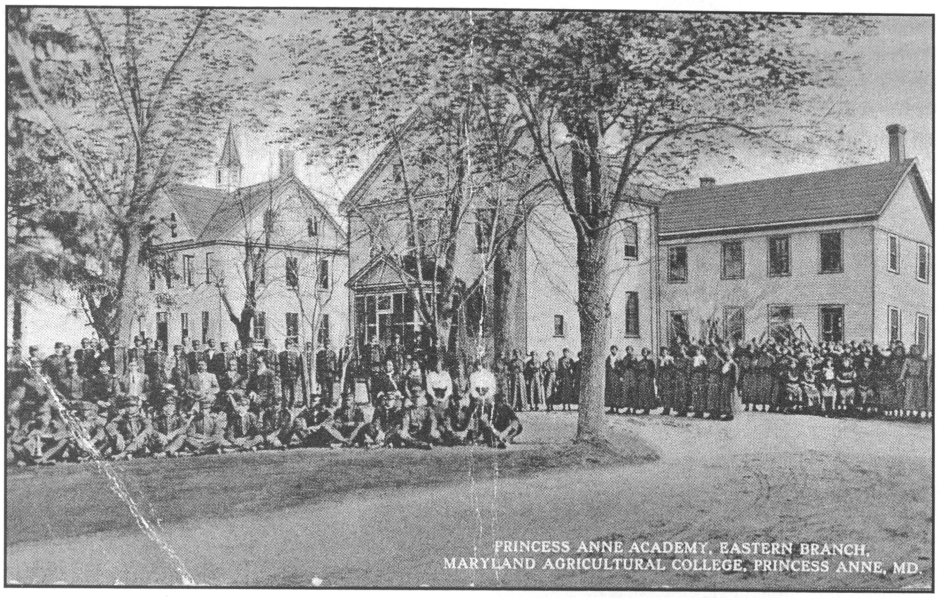
Had it not been for a lightning bolt in 1915, the *Howard Dail* might well have plied its trade for many more years (as was the case of the *Thomas J. Dail*), perhaps even reaching the mid-20th century, as a few schooners did. At its demise in 1915, however, the world of the schooner and the economy it served had already begun to change beyond recognition. Freighters powered by coal and later petroleum would take the trade on the Bay and around the world within a decade or two – relegating some schooners to the thankless role of open barges in tow for bulk transport. Spurred by the Good Roads movement championed by Maryland Governor Austin Lane Crothers (appropriately, in the final years of the *Howard Dail*), paved roads connecting all of Maryland's county seats (with comparable developments elsewhere in the region) began shifting the advantage to trucks for transport of all but bulk cargoes – even relegating many railroads to the literal sidelines.

The changes extended to the economy of the Bay and Eastern Shore as well. While wood products (often in the form of mulch and pulp for products such as stove pellets and fiberboard) continue to drive profits and support livelihood in many of the places where piling was once harvested, another industry has emerged, having taken its first steps 10 years after the *Howard Dail* went down in Tobacco Stick Creek. Sixty years after the Dails sold 1,000 dozen eggs – perhaps procured by schooners – in their wholesale grocery, the Delmarva chicken industry began its transformation of the economy of the region served by the *Dail*. It is perhaps ironic that Delmarva chickens go to slaughter and to market by truck, while much of the poultry industry's feed grain is either transported by truck or brought to the area by barges pulled by tugs.

Although the schooner *Howard Dail* sadly has not had its history told by personal reminiscences such as those left by William T. Hooper and documented by photographs such as those taken by Robert H. Burgess, it has left behind its own biography in the form of a "diary" of newspaper notices and articles. It offers an important story to tell about a turning point in Delmarva history to those who are willing to follow its episodic saga. Reading into the shipping news and accounts of misfortune at sea yields more than a fragmentary tale of a tub. The flotsam and jetsam of the accounts tell the yarn of a workhorse of the winds that gave operators, owners, producers, buyers, and their employees "the means to a livelihood" while bringing prosperity to its ports and gracing its waters.

Author of What a River Says – Exploring the Blackwater River and Refuge *and (with Charlie Ewers) the forthcoming* The Old Home Is Not There – Reading into the Landscape of Harriet Tubman's Native Land, *Phillip Hesser teaches at Salisbury University and progs around in the landscape, life, and livelihood in Delmarva and on Chesapeake Bay.*

Memoir: William T. Purnell


PRINCESS ANNE ACADEMY, EASTERN BRANCH,
MARYLAND AGRICULTURAL COLLEGE, PRINCESS ANNE, MD.

This article is copied from the Official Journal and Year Book of the Delaware Annual Conference of the Methodist Episcopal Church Sixty-Second Session *held in St. John's M.E. Church on April 1-5, 1925.*

Reverend William T. Purnell, son of Mr. and Mrs. John Purnell, was born at Snow Hill, Worcester County, Md., January 25, 1877.

Left motherless at the early age of eight years, he was reared by his grandmother till he reached the age of 14 years. After which he began to tackle the great problems of life for himself.

Of a greater ambition than most boys of his age and time between working to keep body and soul together and seeking to cultivate his mind he entered the public schools of Snow Hill, Md., from which school the foundation of his education was laid. After receiving all these schools could give he went to Philadelphia and entered Mrs. Coppin's School. Still being dissatisfied he entered Princess Anne Academy, from which school he graduated.

He was re-born in Christ around the altar of old Mount Zion M.E. Church at Snow Hill under the pastorate of the Reverend James H. Winters at the age of 14 years. It was here he received his baptism of faith which was to fit him for his life work.

Seeing the call of the Church in his countenance and bearing Reverend J.H. Johnson gave him his first exhorter's license. Moving permanently to Philadelphia at the age of 18 and not forgetting the God of his salvation amid the snares and temptations of a great city, he applied for his local preacher's license under Reverend A.F. Ennals of St. Pauls M.E. Church, Philadelphia, Pa. During the years of 1898-99 he served as pastor at John Wesley M.E. Church, West Philadelphia, at which time he met and married Miss Catharine Alexander, who still survives him.

After leaving John Wesley he served 2 years at Warwick, Del. He entered the Delaware Conference in 1903 under Bishop C.H. Fowler at Mt. Zion M.E. Church, Pocomoke City, Md. During his 22 years in the Delaware Conference he served the following charges with marked success: Easton Circuit, Md.; Barclay, Md.; Marion, Beckwith, Md.; Merchantville, N.J., and Seaford, Del. Reverend Purnell in all these charges was noted for his genial and brotherly bearing and his marked evangelistic fervor.

He began complaining of not feeling well on Christmas Eve of last year. At times confined to his bed, but he never gave up the fight. Yet trying to carry out his oft expressed desire to die in the harness at periods when he felt better he would get up and carry on his work. Following the advice of his physician he left his work and went to Philadelphia, where he could receive the advantage of better medical skill.

He continued this losing fight until Monday, March 16th, 1925 at 11:28 P.M. at the Methodist Hospital, at which time he made his final report to the Giver and Taker of all things.

His union with Catharine Alexander was blessed with eight children – Edith, Mildred, Essie, William, Frederick, Ruth, Gwendolyn and Roland – six of whom survive him, two of whom preceded him to Glory.

The funeral service was held in John Wesley M.E. Church, 42nd and Aspen Streets, Philadelphia, March 20th at 2:00 P.M.

Dr. T.H. Woodley, Superintendent, Wilmington District, presided and delivered the principal eulogy, assisted by Dr. J.T. Fletcher, Superintendent Philadelphia District, and Rev. J.R. Brown, Superintendent New York District, Rev. J.M. Dickerson, Dover, Del., Rev. F.O.T. Laws, Bridgeville, Del., Revs. W. H. Johns, Merchantville, N.J., C.A. Tindely, Philadelphia, Pa., Dr. Drummond, P.E., A.M.E Church, of the Philadelphia District, Philadelphia Conference, and the writer of this obituary. He was laid to rest in Eden Cemetery, Darby, Pa.

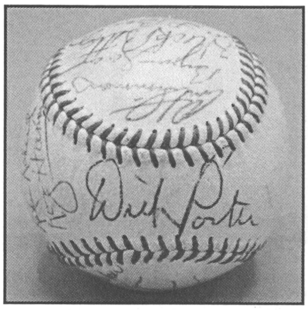
"Servant of God well done,
Thy glorious warfares past,
The battle fought the race is won,
And thou art crowned at last."
–John L. Taylor

Events and Exhibits

Exhibit: ***Delmarva: People, Place and Time Vignettes of Voyages and Travel***
Guerrieri Academic Commons, Niemann Gallery
Open During GAC Hours

This self-guided exhibit highlights various aspects of Delmarva history including Native Americans and early settlers, agriculture and water, military contributions, and an early 19th century home.

Exhibit: ***Friends and Rivals: Baseball on Delmarva***
Guerrieri Academic Commons, Thompson Gallery
January 27-July 15
Mon. 10 a.m.-6 p.m.,
Tues.-Fri. 10 a.m.-4:30 p.m. and
Sat. 10 a.m.-2 p.m.



Throughout the 20th century in the ballparks and backyards of small towns on the Eastern Shore of Maryland, Delaware and Virginia, the most popular summer activity was attending or playing baseball. This exhibition looks at the history and heritage of baseball on the Delmarva Peninsula and the role it played in the local communities that embraced the national pastime.

Friends and Rivals is part of a larger initiative supported by an NEH Common Heritage grant to create a digital archive of Eastern Shore baseball and provide a series of programs exploring the importance of baseball in Delmarva communities.

NATIONAL
ENDOWMENT
FOR THE
HUMANITIES

Exhibit: ***Eastern Shore Pastime: 100 Years of Baseball***
Guerrieri Academic Commons,
1st Floor Lobby
January 27-July 15
Open During GAC Hours.

In small towns throughout the Delmarva Peninsula, teams like the Crisfield Crabbers, Snow Hill Tigers, Slaughter Neck Giants and Delmar Railroaders played baseball to enthusiastic crowds. As part of an NEH Common Heritage grant, the Nabb Research Center is creating a digital archive chronicling Eastern Shore baseball. Presented is a sampling of images that take viewers on a photographic journey through 100 years of baseball on the Eastern Shore, from the 1876 Salisbury White Clouds to the 1976 Salisbury State College team.

NATIONAL
ENDOWMENT
FOR THE
HUMANITIES

ENVIRONMENTAL STUDIES COLLOQUIUM SERIES

San Domingo at 200
Guerrieri Academic Commons, Assembly Hall
Wednesday, April 1, 6 p.m.

Writer Tom Horton, photographer Dave Harp and filmmaker Sandy Cannon-Brown reunite to share the story of San Domingo, a settlement established near the Nanticoke River by free blacks, many of them former slaves, in the early 19th century. The film helps document the work of Newell Quinton, who strives to preserve the oral histories of the community.
Co-sponsored by the Nabb Research Center

LECTURES

Linchester Mills: Preserving a Historic Site
Guerrieri Academic Commons,
Assembly Hall
Wednesday, March 11, 6 p.m.

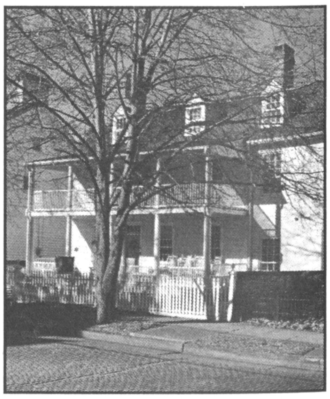
Join John Wilson, retired professor in historic preservation, to learn about the historic Linchester Mill in Caroline County, Maryland. The mill was one of the last operating water-powered mills on Maryland's Eastern Shore.

Collecting from the Chesapeake
Guerrieri Academic Commons, Assembly Hall
Wednesday, April 22, 6 p.m.

Katelyn Kean, museum registrar at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland, illustrates present and historic narratives told with objects collected from the bay. Using the museum's maritime collection, Kean explores what it means to collect material culture from the surrounding community and how to ensure its long-term preservation.

SAVE THE DATE

Nabb's Fundraising Event
Saturday, May 2, 2020



Join us for the upcoming event at the Bayly House in Cambridge, Maryland. The Bayly or the Caile-Bayly house is considered the oldest dwelling in Cambridge. The cabin behind the house is the site of recent archaeological work by Maryland Department of Transportation State Highway Administration archaeologists. Invitations to the event will be sent in early spring or you can contact us for more information.

Donors

Monetary Donors
Ginger Beningo
Helen & Niel Carey
Reese Cropper
John & Nancy Green
Rosemary Heher
Nancy Holland
Mary Klein
Dennis Morgan
Paul Morris
Zola Noble
E. Bowen & Frances Hyde
Quillin Foundation, Inc.
Sarah Showell
Steven Shriver
Jo Ann Staples
Ray & Klaudia Thompson

Annual Appeal
Margaret Alexander
Joe Ballou
Ginger Beningo
Jeri Bounds
James Brown
Jane Bunting
Jane Burt
Niel & Helen Carey
Don Cooper
Reese Cropper Jr.
John Donohue
Paul Dulany
Virginia Dulany
Charles & Barbara Emery
Donald Fields
Kathleen Fox
Clifford Gannett
Harold & Peggy Genvert
Darby Gore
Lee Ellen Griffith
Henry Hanna
Thomas Hershey
Carroll Hitch
Mike & Jonna Hitch
Philip Insley Jr.
Joan W. Jenkins
Foundation
Christine Jirikowic
Karnie Jones
Gordon Katz
Gilbert Kaufman Jr.
Mary Klein
Bernadette Knoblauch
Margaret Long
Lloyd Matthews
Donna Messick
Joseph Moore
Wayne Morris
John Neild Jr.
Karen Neville
Delbert Parks III
Mitzi Perdue
Ruth Perdue
John Polk
Wanda Porter
Margaret Proctor
Michael Pruitt
Aaron Pulhamus
Sylvia Robertson
Kay Rongley
Nancy Rubenson
Marie Rundquist
Tony Sarbanes
Elizabeth Schulz
William Simms
Cynthia Simpson
Louise Smith
Jo Ann Staples
George & Connie Strott
Mat & Barrie Tilghman
Janet Tryson
John Ullian
Roger Vandergrift
Donald Ward
William Weizel
Jane West
George White
Lloyd & Betty Whitehead
Linda Wiles
Mary Willis
Thomas Wimbrow
Elizabeth Wootten
Jim & Charlotte Wootten
Marelynn Zipser

Material Donors
Joe Ballou
Deborah Bates
Peggy Battle
Laura Beahm
Jon Black
Jefferson Boyer
Joyce Bratten
Donna Brittingham
Jane Burt
Michael Busby
Helen & Niel Carey
Gary & Brenda Chatham
Jason Chevallier
Michael Chevallier
Mary Corddry
Crisfield Heritage Foundation
Susan Daugherty
Delaware Public Archives
A.J. Donelson
Virginia Dulany
Charles Emery
Patricia Emerson
Dale Evans
Federated Garden Club of Maryland, Dist. 1
Randolph George
Elizabeth Gilliss
Robert Grant
Robert Gribbon
Lee Ellen Griffith
Cheryl Herbert
Cynthia Hermann
Catherine Hudson
Philip Insley
Jerry Jana
Frank Kelly
Michael Kelly
Dean Kotlowski
Alice Lambert
Laurel Historical Society
Rod Layton
Phillip LeBel
Alfred Lynch
Laura Marasco
George Mason
Mike McDowell
Joseph Moore
Dennis Morgan
Paul Morris
Dan Parsons
Thomas Peterman
Sally Rankin
Melissa Richardson
Elbert Robbins
Sylvia Robertson
Bill Robinson
Tim Robinson
Dorothy Rolfe
Brandon Russ
Virginia Russell
Anthony Sarbanes
St. Mary's Episcopal Church
Bill Satterfield
Louise Smith
Edna Snowden
Somerset County Garden Club
South Dorchester Folk Museum
Brian Stiegler
Ann Suthowski
Talbot County Free Library
Julia Taylor
Tom Taylor
Ray Thompson
Charlene Travers
Gerald Truitt
U.S. Agricultural Department
Monica Walker
Patricia Ward
Anne Welsh
Lydia Welsh
Robyn White
Linda Wiles
John Wilson
Wicomico Public Library
Carol Wilkes
Rob & Trudy Withey
Wirt Wolfe
Elizabeth Wootten
Jim & Charlotte Wootten

IN MEMORY OF

Barry Neville:
Cleora Callahan
Garnette Crawford
Eve Gaskill
Nancy Holland
Karen Prince
Ricks Savage
Raymond Shockley
Ray Thompson
Tom Shuster

Polly Batchelder:
Colin McAllister

Dick and Jane Yantis:
Hazel Garland

Members

21st Century
Marjorie Adams
Jim Adkins
Margaret Alexander
Page Austin
Joe Ballou
Wallace Boston Jr.
Jane Bunting
Dave Burton
Levin Campbell
Helen & Niel Carey
Alexis Dashield
Harold & Margaret Genvert
Randolph George
Richard Givens II
John Green
Rosemary Heher
Thomas Hershey
Mike Hitch
John & Robin Holloway
Andrew Huston
Cindy Johnson
Charles Jones
Robert Jones
Laura Kerbin
Martha Lostrom
Joanne Mason
Patricia Matl
Lloyd Matthews
L. Paul Morris
Wayne Morris
Eleanor Mulligan
Linda Nabb
Patrick Noonan
David Nutter
Austin Okie
David Orem
Gary Outten
Barbara Parsons
Lynn Parsons
Edward Perdue
Mitzi Perdue
Melanie Perreault
Edward Phillips
Tom Price
Sandra Quillin
Steven Reese
James Revell
George Riggin
Marion Robinette
Marie Rundquist
Charlotte Sharf
Sarah Showell
Steven Shriver
Louise Smith
Connie Strott
John Tawes III
Ray Thompson
Janet Tryson
Kathryn Washburn
Lloyd Whitehead
Linda Wiles
Brett Wilson
Rob & Trudy Withey
Gordon Wood
Marelynn Zipser

First Settlers
James Brown

Old Somerset
Reese Cropper
Brooks Hubbert
Judith Jaqueth
Joseph Moore
Delbert Parks III
Margaret Proctor
Aaron Pulhamus
Donald Taylor

Chesapeake
Patricia Jeanne Barkley
Richard Bisker
Carl Bloodsworth
William Boston
Mindie Burgoyne
Neill Carey
Nancy Dorman
Ed Drummond
Charles Emery
Richard English
Kathleen Fox
John Graham
Lee Ellen Griffith
Duane Johnson
Patricia Johnson
Diane Kerbin
Geoffrey McCool
Moody Miles
Edward Mitchell
Mitchell Parker
William Payne
Terry Phillips-Seitz
Mary Anne Pieper
Elizabeth Ragan
Kay Rongley
Diane Savage
Elizabeth Schulz
Robert Shilkret
William Simms
Cynthia Simpson
Suzanne Smith
Rudolph Stanley
Sarah Steenberge
Lamonte Tepper
Susan Thomas
Barry Tull
Anne Turkos
Peter Whaley
Thomas Wimbrow

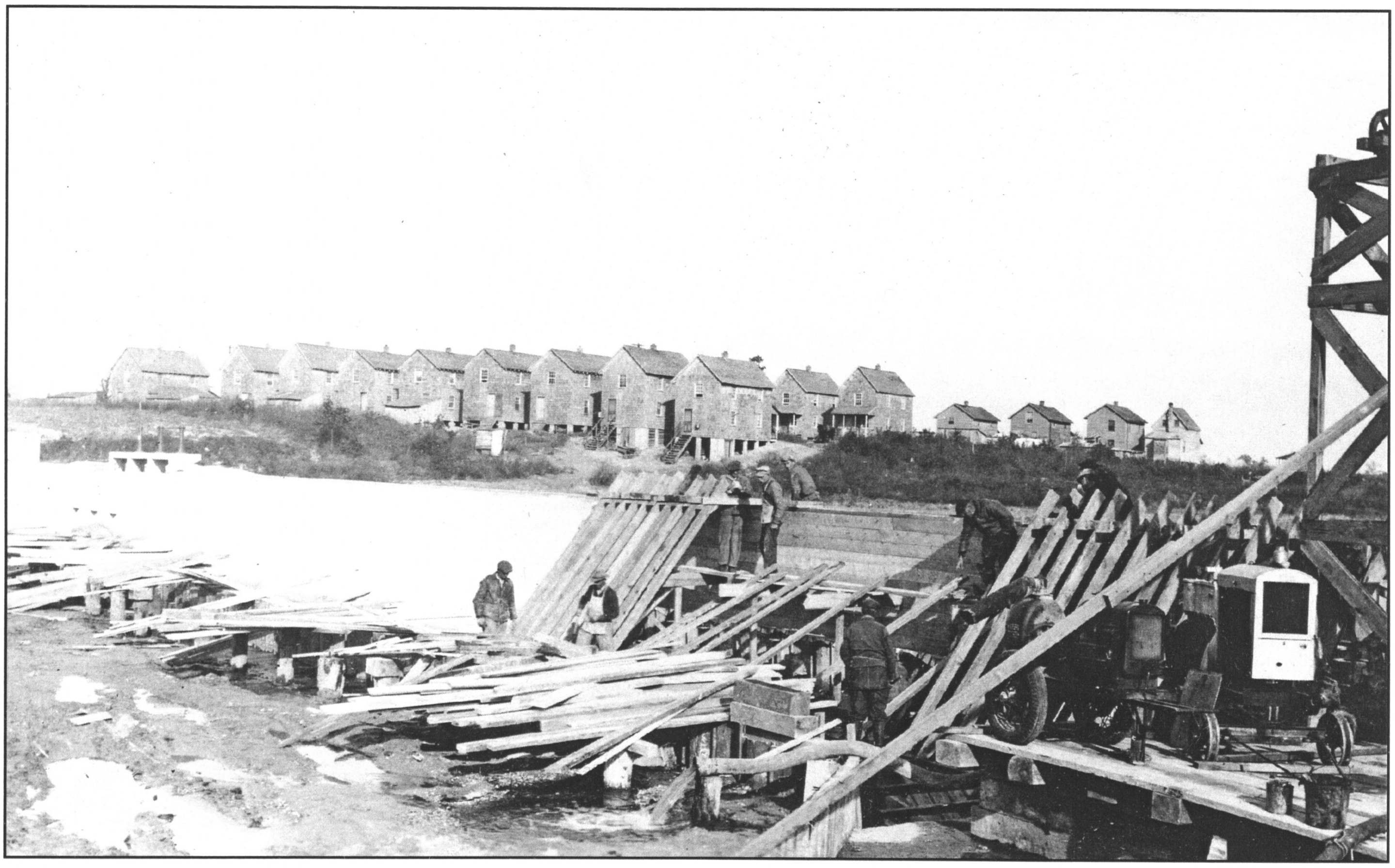
Tidewater
Miles Barnes
Melinda Corporon
Phillip Hesser
Gordon Katz
George Shivers
William Weizel

Delmarva Heritage
Ruth Acevedo
Michael Adkins
Robert Adkins
Allen County Public Library
Dean Armstrong
Janet Bacorn
Alice Bahr
Joan Barnhart
Bonnie Barnidge
Suzanna Bramhall
David Briddell
Donald Brohawn
David Burkhead
Jacqueline Burkhead
Margaret Bush
Shirley Butler
Pilar Burton
Ed Carey
William Carey III
Althea Chandler
Gayle Chandler
Anne Clay
David Coffin
Bill Collison
Edgar Conley
Jim Copony
Brenda Corcoran
Maurice Cullen
E. Bloxom Daugherty III
Harold Davis
Nanette Davis
Gabrielle Elliott
Stephen Elliott
Harold Fisher
John Fooks
Norma Ford
Edward Fowler
Hazel Garland
Stephen Gehnrich
Virginia Green
Will Hall
Darlene Hammond
Marshall Hatfield
James Hitch
Shirley Jackson
Christine Jirikowic
Larry Johnson
Karnie Jones
John Kaufman
Bill Killinger
Pauline Killmon
Diane Langeler
Charlotte Langrall
Robert & Marilyn Lear
Kitty Ledsome
Theodore Lokey
William Long
Alfred Lynch
Sharon Malone
Jacob Malone Jr.
George Mason
Ernest Matthews
Jane McComrick
Crystal McCubbin
Suzanne McKee
Scott Mears
Melanie Merryweather
William Minish
Daniel Mumford
Mary Nabb
John Neild Jr.
Edmund Nelson
William Neville
Joyce Newcomb
Cindy Noble
Betsey Norgard
Arthur North
Charles Northam
Rufus Passwater
Paul Perunko
John Phillips
John Polk
Philip Pryor
Kaye Records
Christine Richardson
Ellen Richardson
Gail Ritchey
Nancy Rubenson
William & JoAnn Rumbley
Patricia Russell
Jacqueline Sanders
Shirley Short
Diane Small
Randall Smith
Clara Stephens
Janet Taylor
Patricia Taylor
Jeanne Townsend
John Ullian
Roger Vandegrift
James Waller
Pattie Ward
Patricia Weible
William Wheatley
Diane White
George White
Betty Whitehead
Roland Williams
William Wilson
Ann Wisner
Elizabeth Wolfe
Ellena Womack

Salisbury
UNIVERSITY
Nabb Research Center
Salisbury University
1101 Camden Avenue
Salisbury, MD 21801

ADDRESS SERVICE REQUESTED

non-profit org.
U. S. postage
PAID
Salisbury, Maryland
permit no. 65



Construction of Johnson's Pond Dam, Salisbury, Maryland, ca. 1936

Works Progress Administration scrapbook
https://www.flickr.com/photos/nabbresearchcenter/albums